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LIMITED.

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quality. Black Seal Capsule ... 16.20

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superior. Violet Capsule ... 20.40

E.—One of the Finest VINTAGES in

the Market. Gold Capsule ... 30.00

Port after removal should be rested for a month before use. Wine required for drinking at once should be ordered to be decanted at the Dispensary before being sent out. These Wines are too favourably known to need comment.

Small quantities are supplied at proportionate wholesale rates.

A. S. WATSON & CO., LIMITED,
ESTABLISHED 1841.

far removed as it is from the sea, is for the most part rainless, but in summer a very different state of things prevails. The intense reverbation of the sun on the deserts of Central Asia produces a marked vacuum, and from the Indian and Pacific Oceans there sets in a constant flow of moisture-laden air, which becoming condensed on the edges of the fringing mountain ranges of Pechili pours down in torrents of rain. These rivers partake of two natures according to the season, varying from sluggish streams to swift running and silt-laden torrents, restless of control, and often bursting their banks and carrying away bridges or any other obstacle that may stand in the way of their impetuous floods. Ages ago the Chinese embanked these wayward streams, and the long lines of dykes crossing one another in every direction are a monument of patient toil and industry. Like most things connected with the Chinese, while monuments of industry, they have been put up in total ignorance of any but the most rudimentary hydraulic laws, and it is difficult to say whether the plain of Tientsin suffers more from the vagaries of the rivers, or from the ill-planned and ill-constructed dykes of the Chinese, which everywhere keep up the escaping waters till the greater part of the district consists of little more than a series of shallow lakes, preventing all cultivation, and yielding no better harvest than a few poorly conditioned fish. But the ignorance of the Chinese has had a worse effect; naturally tortuous as are the rivers, the Chinese by their embankments have exaggerated this tendency, with the object of diminishing the speed of the currents. The consequence is that the rivers in flood-time heavily laden with silt, are forced to deposit it on their beds, with the result that the channels are raised over the adjacent country, and the entire drainage of an area of over 15,000 square miles is detrimentally affected; and what might, and ought to, be a fertile country is now nothing better than a pestilential swamp inhabited by a miserable peasantry, and in spite of abundant supplies of water always liable to famine when a lesser rainfall than usual occurs. Such is the country which the associated troops have had to pass through on their road to Peking. As long as the rivers are full of water it only needs the cutting of a bank to flood the entire country between the adjacent dykes, and this opportunity repeats itself at every advance. For some years back neglect, possibly mixed with worse motives, has been acting detrimentally on the channel of the Peiho, which, till some three or four years ago, was navigable for the ordinary steamers up to the bund at Tientsin. What between neglecting to remove obstacles, and endeavouring to carry on the water impounded by cutting the dykes whenever a pressure greater than usual occurred, the body of the water carried down by the rivers has been diverted from the main channels, with the result that the bed deprived of its usual scour has risen so high as to render the channel useless for purposes of navigation. This slight description of the natural difficulties in the way of the Relief Column will serve to show what a task has been performed. Matters of course might have been much worse. The *N. O. Daily News* special correspondent indeed wrote from Hosiwu: "Our march here has really been an easy one, for there has been no organised effort on the part of the Chinese to stop us in the field. They were about to divert the river when the troops reached Hosiwu, and it was extremely fortunate we were able to stop them." A widespread flooding of the country would have caused a further delay by the destruction of fodder and provisions, so that the whole force locked up in this swampy and impossible district would have been entirely dependent on outer sources for its supplies from day to day. The Relief Force was further lucky in meeting apparently with no difficulties on its arrival at Peking itself. The defences of the Capital are of the old-world type, and can offer no serious difficulty to a force armed with modern artillery; but they present difficulties of their own, which are not to be underrated. In the first place the space included within the walls is some sixteen square miles in area; and the circumference of the outer walls amounts to, say, twenty miles odd, so that practically an investiture of the city with the available force would have been out of the question. Doubtless an army that had learnt the art in South Africa would find the walls of Peking present no more formidable obstacle than many of the kopjes successfully stormed by the British troops there; but the troops which relieved Peking were not old battalions inured to this style of warfare, but comparatively unskilled levies of differing nationality. We have indeed every reason to be thankful that the enemy lost heart after Yangtsun, and offered no further serious opposition to the march of the Allies. Otherwise we should have had to mourn the loss of many more brave lives, and the relievers might even have been too late for that rescue which they have so happily effected.

Apart from plague there was only one case of communicable disease in the Colony last week, viz., a case of enteric fever.

We are requested to state that Mrs. Gascoigne's Thursday afternoon-receptions will be discontinued till further notice.

There were no plague cases or deaths reported during the 48 hours preceding noon yesterday. The figures for last week were 26 fresh cases, and 24 deaths.

The P. & O. hired hospital ship *Carthage* left Singapore on Saturday morning, and may be expected to arrive at Hongkong at daylight on Thursday, 23rd August.

The visitors to the City Hall Library and Museum last week included 400 non-Chinese and 100 Chinese to the former institution, 194 non-Chinese and 2,006 Chinese to the latter.

Yesterday Sergeant Garrod found two more men delivering letters which had been brought into the colony without going through the Post Office. He took them to the Central Police Station and they were each fined \$100, or three months.

We call attention to the advertisement which appears elsewhere announcing that the auction sale of property at Yaumati which was to have come off yesterday has been postponed until 3 p.m. on Thursday, owing to yesterday's inclement weather.

The forthcoming Indian Census is to be made as simple as possible. A resolution in the *Gazette* issued on the 4th inst. prescribes a uniform system of tables for the purpose and draws attention to the undesirability of unduly multiplying statistics. It adds that the Government of India sees no reason why the Provincial reports should not be completed by April, 1902.

One of the gentlemen whose name was called as a juror at the Supreme Court yesterday was Mr. David Macrae. He claimed exemption on the ground that he was over 70 years of age, adding that he was also deaf and unable to hear the witnesses. He was excused, but the Chief Justice informed him that he must take steps to see that his name was taken off the jury list.

The guavas which grow in Mr. K. W. Mounsey's garden of Bonham Road seem to prove a great attraction to the coolies of that neighbourhood. One of them was caught up a tree on Saturday afternoon helping himself to the fruit. At the Magistrate's yesterday he was sentenced to one month's hard labour, another coolie being sentenced to three weeks' hard labour for attempting to commit a larceny. Mr. Mounsey's guava trees being the temptation.

Of the seven cases in the calendar for the Criminal Sessions five are cases of armed robbery. Three have already been dealt with, heavy punishment having been inflicted. For committing an armed robbery in Kowloon Road on the 11th July two men have been sentenced to seven years and a flogging; similar punishment has been inflicted upon four men found guilty of committing an armed robbery at Kan Tau; and three men found guilty of committing an armed robbery at Sam Shui Po on the 18th July have been sentenced one to eight years and the other two to seven years' hard labour, with a flogging in addition.

On Saturday P. C. Bowle and Excise Officer No. 57 went on board the junk No. 5,132 for the purpose of searching for opium. They found a man named Leung Kit smoking opium in bed. As soon as he caught sight of them he, no doubt feeling annoyed that he should be disturbed when having a quiet smoke, aimed his pipe and another implement at the Excise Officer and struck him on the head. The man was brought up at the Magistracy yesterday, and for being in possession of prepared opium without a permit he was fined \$50, or three months, and for assaulting the Excise Officer he was fined \$15, or six months, sentences to run consecutively.

A man named Harrison, alias Pearson, went into the establishment of Messrs. Cooke and Kolvy, in Old Court House Street, Calcutta, the other day, and while examining some diamond rings, with the object, he said, of purchasing one, and taking advantage of the assistant's attention to a lady customer, deliberately swallowed a diamond valued at \$10,000. The gem being shortly afterwards missed Harrison was arrested, and the prison authorities subjected him to an examination by the "X" or Röntgen rays, which disclosed that he had something about the region of the throat, which might be a bone or some other hard substance. The prisoner was then to be medically examined to ascertain what the "something" is.

The steamer *Belgian King*, a constant trader at this port, has been in collision with the Norwegian steamer *Tellus* at a spot some miles south of Point Arena, San Francisco. The casualty happened on the night of July 17th, and the force of the impact was such that the bows of both vessels were stove in. The water-tight bulkheads forward saved them, however, and it was found that the *Tellus* suffered the most. Immediately after the collision the steamer was deserted by Captain Pedersen of the *Tellus* and all hands, who took to the lifeboat and were picked up by Captain Weiss, of the *Belgian King*. His crew returned to the vessel. The *Tellus* was then taken in tow by the *Belgian King*, which took her to the nine-fathom buoy, about five miles outside San Francisco harbour. At that point the hawser was parted, and both steamers came into port under full steam.

The Warren Shoonit Shield rifle match ended at Singapore on the 11th inst. in favour of the Malay States Guides, the R. E. Team being second.

It is reported that several officers in the Selangor Civil service will shortly take leave, and that there will be difficulty in filling the acting appointments.

We have received from Manila the book of Regulations of the new Liceo de Manila, together with the Inaugural Address delivered on the 29th June by Senhor D. L. M. Guerrero.

The *Pinang Gazette* hears that the next supply of Government five-dollar notes expected from England will be smaller in size than those in circulation at present. The ten-dollar and the five-dollar notes will, therefore, be distinguishable at once from their size.

A further rise is reported at the beginning of the present month in the numbers under famine relief in British India, the Central Provinces retaining an increase of 75,000, Bombay of 83,000, and Berar of 24,000. The increase is all under the head of gratuitous relief, the numbers on Government works showing a great reduction. This is due to the large scale on which free meals are being supplied in villages to enable famine labourers to leave Government works and resume agricultural pursuits.

A telegram, dated Allahabad, 2nd August, says: "Orders regarding the raising of the three new regiments of native infantry recently sanctioned will probably issue within the next few days. It is believed recruits can readily be obtained in the Punjab once it is notified that enlistment is opened. It appears no consignment of Enfield Rifles was despatched from England to India last month after all, but 10,000 are being sent this week. Another thousand will be forwarded each week until further notice. Six hundred Lee Enfield carbines will also be shipped every week."

SWATOW.

[FROM OUR CORRESPONDENT.]

Swatow, 15th August.

THE STATE OF AFFAIRS.

During the week things have not improved by any means, and now a certain amount of anxiety is felt by all the Foreigners here. Trouble is still in progress at the outlying districts, and only a few days ago the roughs returned to the Ungking Mission Chapel—the starting point of the looting affair—and finding nothing more to demolish, uprooted all the trees that were there. It appears that the official under whose charge the Ungking district lies happened to be at a birthday party in Chow-chow-fa at the time of the outbreak of looting at Ungking. On being informed of the occurrence, he answered that he would proceed thither, but in the meantime he didn't show the least sign of willingness to go. When he actually arrived the following day, he took not the slightest trouble to capture the perpetrators of the disturbance. This is a striking illustration of Chinese officialdom.

COMING EVENTS CAST THEIR SHADOWS BEFORE.

It is now the general gossip among the Chinese that on the 28th day of this Chinese moon all the Foreigners here will be exterminated.

As I informed you some time ago, the 8th day of the 8th moon was fixed for the killing of all Foreigners, but not finding that day suitable, the execution of the great deed has been postponed to the 28th—that is in 7 days hence.

THE ONLY SAFETY.

That the situation here looks serious is no use denying. All the Missionaries, excepting the French, have come down to Swatow for safety.

This shows that trouble is anticipated, and we have had enough warning in what has already taken place for the last two weeks. It behoves, therefore, the Foreign Consuls here to take a warning note from the occurrences round here. The events of Tientsin are still fresh in our minds and if precautions were taken in time, much that happened would not have taken place. The same words, I hope, will not have to be applied to Swatow. Our only safety lies in the presence of a foreign man-of-war here. One of our Consuls expressed his opinion that as long as a man-of-war is in harbour nothing need be feared, but as soon as the man-of-war departs then there is no foretelling what may take place. H.M.S. *Mohawk* is still here, and I earnestly trust that she will stay. The American Missionaries have made an urgent request for an U.S. man-of-war, and Consul General Wildman has replied that he has requested that one be sent here from Manila.

DEPARTURE OF THE TAOTAI'S FAMILY.

The Taotai's family and retinue are leaving for Shanghai to-day by the *Paoting* (formerly *Taoting*). The Taotai is still anxiously awaiting the answer to his petition for sick leave, as he wants to get out of here before any disturbance breaks out.

LATEST STEAMER MOVEMENTS.

The O. S. S. steamer *Aleutina* left Singapore on the 19th inst. and is due in Hongkong on 24th inst.

The C. P. R. steamer *Empress of India* arrived at Shanghai at 5 a.m. on Saturday, the 18th inst., and left again at 2 p.m. same day for Hongkong, where she is due to arrive to-day at 7 a.m.

The Imperial German Mail steamer *Weimar* left Foochow on the 20th inst., and may be expected here this afternoon.

The C. P. R. steamer *Tartar* has left Foochow for Shanghai, where she was due to arrive on Monday, the 20th August, at 9 a.m.

TELEGRAMS.

"DAILY PRESS" SERVICE.

THE CRISIS IN CHINA.

[FROM OUR CORRESPONDENT.]

SHANGHAI, 20th August, 9.43 p.m.

AFFAIRS IN PEKING.—MORE
CHINESE MINISTERS
MURDERED.

Three more Tsungli Yamen Ministers—Hsu Yung Yi, Lien Yuan, and Li Shan—have been murdered at Peking, and Yung Li has been imprisoned.

LONDON, 19th August, 8.10 p.m.

RUSSIAN VICTORY IN THE
FAR NORTH.

A Russian official despatch states that the Chingan pass was carried after a bloody battle. The Chinese suffered heavily and lost several guns.

THE WAR IN SOUTH
AFRICA.

LONDON, 19th August, 8.10 p.m.

CURIOUS STORY ABOUT
BADEN-POWELL.

It is reported that Commandant De Wet at Commando Nek demanded the surrender of General Baden-Powell, and that the latter asked for terms.

[The explanation of the affair described in this telegram is wanting. It is evident that the Press Censor has been at work, for no news of Gen. Baden-Powell being in danger has reached us except this.]

REUTER'S SERVICE.

LONDON, 18th August.

RELIEF OF THE LEGATIONS.

The Allies have entered Peking and the Legations are relieved.

THE WAR IN SOUTH AFRICA.

Commandant De Wet, taking advantage of his knowledge of the country by which he was enabled to make night marches, has eluded General Kitchener in spite of a strenuous pursuit. Commandant De Wet released all prisoners except officers.

General Buller has joined hands with Generals French and Hunter and advancing north has outflanked Commandant Oliver.

A Court martial for attempting to kidnap Lord Roberts has commenced at Pretoria. Lieut. Cordun, late of the State Artillery, who was tried first, pleaded guilty.

AMERICAN REINFORCEMENTS
FOR CHINA.

A negro cavalry regiment has sailed from San Francisco for China.

THE CRISIS IN CHINA.

LOCAL MOVEMENTS.

Yesterday morning the transport *Upudu* arrived in the harbour, having left Calcutta on the 5th. She brought a squadron of the 3rd Bombay Cavalry (2 British and 4 native officers, 119 N.C.O.'s and men, and 83 followers, with horses and mules), 1 British officer, 5 men, and 58 followers of the 57th Native Field Hospital, and details. The British officers on board were Capt. C. S. Stack and 2nd Lieut. E. M. Mayne, of the Bombay Cavalry, and Lieut. Thomson, I.M.S.

The three Italian transports, *Giava*, *Marco Minghetti*, and *Singapore*, arrived under convoy of the cruiser *Stromboli*. We gave the details about the transports in Saturday's issue. The *Stromboli* is a 2nd class cruiser of 3,475 tons displacement and 7,394 i.h.p. Her armour is 5 in. gun position, and 1.5 in. deck; her guns, two 9.5 in. (Armstrong), six 5.9 in., one 2.9 in., five 2.2 in. (Q.F.), eight 1.4 in., and two maxims. She has four torpedo-tubes, her speed is 17 knots, and her complement 315 men.

WITH THE RELIEF COLUMN.

[FROM OUR SPECIAL CORRESPONDENT.]

THE YANGTSUN AFFAIR.

7th August.

We moved out at 6 a.m. on Monday, the 6th inst., from the scene of our last encounter, beyond where we had bivouacked. The Japanese occupied the right bank, the British, French, and Americans the left bank. It was intended for the troops on each side of the bank to move parallel with each other, but owing to the bad condition of the roads this could not be done. On nearing Yangtsun the Americans, who were on our right, were extended out, taking plenty of room. The 1st Sikhs, 24th Punjab Infantry, and the Hongkong Regiment were in the centre, supported by the R.W.F., with the Artillery on our immediate left. The Russians were on the extreme left, extended out similarly to the Americans, but for some reason which I cannot explain they did not come into action. The British advanced without a check in extended order and rushed the Railway embankment—the enemy's first position—the Americans keeping neck and neck with us on our right.

THE COST OF VICTORY.

The whole of the troops suffered terribly from the heat, and the shell-fire, which was very heavy, was responsible for most of the casualties, which were:—British, 10 killed, 40 wounded, Americans, 12 killed, 50 wounded; they fought well. The Russians occupied Yangtsun itself, the British and Americans remaining in the captured positions, which if held with disciplined troops would have been well nigh impregnable. The French did not arrive in sufficient time to take part. The Naval Brigade did not take part either, as their guns are in the junks. The troops, being very much fatigued, will not move for two days; yet we hope to be in Peking by the 13th if all goes well.

ON THE WAY.

The siege train bullocks, numbering over 1,600, will be conveyed to China by the trans-ports *Mohawk*, *St. Andrew*, *Mombasa*, and *Nairung*.

Arrangements are being made, says the *Indian Daily News*, for the supply of aerated water machines for the China force.

The balloon section which has been ordered for the China force, has been horsed from India, with forty-four draught and ten riding horses. They are now on their way from Calcutta.

For the Maharaja of Sindh's magnanimous offer of a hospital ship for China, it is probable that a new special transport ship, *Sobieski*, will be taken up. The cost of chartering will be about £7,000 a month.

Already the troubles in China have had the effect of closing down seven cotton mills in Bombay, says the *L. N. News*, and the stoppage of others is expected to follow. Shares have fallen in value, and are for the most part untradeable. Shares of one mill, generally regarded as first class and difficult to obtain at Rs. 2,900 a share, are now below Rs. 1,500.

INDIAN MILITARY ARRANGEMENTS.

NEWS VIA RANGOON.

The following Simla telegrams refer to the Indian troops for China.

Simla, 2nd August.

It has been decided to send another Native Infantry brigade to China immediately. The Corps selected are the 4th, 6th, and 20th Punjab Infantry and a Hyderabad Contingent regiment. The three former sail from Calcutta and the last from Madras, the whole probably getting off by the 20th instant.

I understand Brigadier-General Cummins will command the Infantry Brigade to-day ordered to China.

Simla, 3rd August.

The 6th Bengal Infantry, not the 6th Punjab Infantry, goes to China. The 16th Bengal Infantry from Fyzabad relieves the 6th Bengal Infantry at Dornada and the base of the 8th Bombay Infantry from Ahmednagar and Indore relieves the 20th Punjab Infantry at Delhi. Two Companies, of the 25th Bombay Infantry, move from Nasirabad to Indore.

The Infantry Brigade ordered yesterday to China will be staffed as follows: Commandant, Brigadier-General Cummins; D.A.A.G., Captain Nicholls, 2nd Punjab Infantry; D. A. Q. M. G., Captain Hudson, Staff Corps; Signalling Officer, Captain Cynadas, 38th Dogras.

Simla, 4th August.

Three and a half Field and two General Hospitals are being mobilised in connection with the Infantry Brigade for China, forty-five medical officers accompanying. The Field Hospitals are to be drawn from the respective Commands and the General Hospitals from Calcutta, where also the Base Hospital is being formed to receive the sick and wounded hereafter. In India the 16th Infantry relieves the 6th, while a Bombay Regiment, probably the 8th Bombay Infantry, replaces the 20th at Delhi.

General Gaslee has provisionally appointed Major Jeffreys, R.E., of the Hongkong Garrison, as Field Engineer with the Expeditionary Force.

The five miles of light railway under despatch to China are being supplied by Messrs. Jessop and Company, of Calcutta.

In reply to an application from one of that body the Government of India say they have no present intention of employing officers of the Indian Army Reserve in China.

It is proposed to despatch five Royal Garrison Artillery officers to China as soon as they can be replaced in India from Home.

General Gaslee has recommended khaki serge clothing for all the troops sent from India.

The hospital ship *Maine* arrives at Colombo on the 9th instant and Singapore on the 15th on her way to China.

The Maharajah of Sindh's hospital ship is also being got ready. It will probably be the *Sobieski*.

Officers on leave, belonging to regiments proceeding to China, have been ordered to rejoin.

THE CLOTHING OF THE TROOPS.

The revised scales of field service clothing for native troops and followers, which have just been published, are framed on liberal lines, it is agreed by Indian papers. When a campaign has to be undertaken in summer, the issues to native troops mobilised need never be large: a country blanket, a waterproof sheet, an extra pair of boots or shoes, and two pairs of worsted socks are all that is required. But when the rigours of winter have to be faced, more articles are required. Two blankets, instead of one, a jersey, a pair of mittens, a Baluchian cap, and a pair of warm pyjamas will be issued, together with warm coats (British troops pattern) at the rate of \$2 per half-squadron or company. These should be sufficient wherever the field of operations is on or beyond the frontier; though, as in the case of China, special provision may have to be made for warm foot-gear. As regards followers, there will be every consideration shown to them. They will always have their blankets and waterproof sheets; and in a winter campaign they will have jerseys, warm coats and pyjamas; they are not supposed to need socks, mittens, or Baluchian caps, and, indeed, they would not wear them if these were served out. It is satisfactory to know that troops and followers alike will be well clothed in future, wherever operations may have to be undertaken.

NOTICE TO CORRESPONDENTS.
Only communications relating to the news columns should be addressed to THE EDITOR.
Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith.
All letters for publication should be written on one side of the paper only.
No anonymously signed communications that have already appeared in other papers will be inserted.
Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.
Telegraphic Address: PRESS—A.B.C. Code.
P.O. Box, 33. Telephone No. 12.

BIRTH.
On the 12th August, at "Blairmont," Singapore, the wife of W. PARCUTT, of a son.

DEATH.
At Balik Pulau, Penang, on the 12th August, 1900, ELIZABETH JANE MARY (Betty), the dearly beloved wife of E. L. M. DE SOUZA, aged 54 years.

The Daily Press.

HONGKONG, August 21st, 1900

CONSIDERING the number and variety of the troops engaged, the late advance on Peking may well be considered an unique phenomenon in military history. It certainly speaks well for the temper of the troops that within ten days from the date of the Peitsang fight the Allies actually passed through the gates of the Capital. Independently of the difficulty in uniting together so many differing nationalities, each drilled to separate tactics and obeying different leaders, it is well to remember that the country through which the forces had to pass is one of no ordinary difficulty. The plain from Taku as far as Hosiwu at no very distant period formed the north-east extremity of the Gulf of Pechili, which even within historical times extended far beyond its present limits. Into this inland sea descend a number of rapid streams, or rather torrents, of which the principal in the region with which we are immediately concerned are the Peiho, the Hvenho and the Hutoho. These rivers have a common character, as all rising in the great plateau of Mongolia, here however connecting with the highlands of Shansi. This plateau forms the fringe of the great rainless district of Central Asia; and according to the season its hydrography varies greatly. In the winter months this great continental area,

NEW ADVERTISEMENTS

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND of 8 per Cent. per Share and BONUS of 12 per Cent. per Share for the Six Months ending 30th June, 1900, declared at Monday's Ordinary Half-Yearly Meeting, will be PAYABLE at the premises of the Hongkong and Shanghai Banking Corporation on and after TUESDAY, the 21st August, and Shareholders are requested to apply for Dividend Warrants at the Company's Office, Queen's Buildings, Praya.

By Order of the Board of Directors.
THOS. I. ROSE,
Secretary.

Hongkong, 21st August, 1900. [2246]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship
"THALES,"
Captain Passmore, will be despatched for the above port TO-DAY, the 21st inst., at 11 A.M. For Freight or Passage, apply to
DOUGLAS LARRAIK & CO.,
General Managers.

Hongkong, 20th August, 1900. [2243]

NOTICE TO CONSIGNEES.
FROM CALCUTTA, PENANG, AND SINGAPORE.

THE Steamship
"ARRATON APCAR,"
having arrived from the above ports. Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.
Cargo impeding the discharge will be landed at once.
Cargo remaining on board after 2 P.M. of the 21st inst. will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.
Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside; such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by
DAVID SASSOON, SONS & CO.,
Agents.

Hongkong, 20th August, 1900. [2244]

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamship
"MACHAON,"
are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 20th instant.
Optional cargo will be landed unless notice has been given prior to steamer's arrival.
Goods undelivered after the 27th instant will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 28th instant.
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 18th August, 1900. [2245]

SHOOTING SEASON, 1900.

JEFFERY & Co.'s, 12 BORE GUNS in Case, with Implements Complete, from \$100.

SCHULTZE SPORTING CARTRIDGES.

ELEY'S CARTRIDGE CASES, WADS, &c.

CARTRIDGE BAGS and BELTS.

WATER FLASKS and every kind of SPORTING REQUISITE.

WM. SCHMIDT & CO.

Hongkong, 21st August, 1900. [1213]

AUCTIONS

PUBLIC AUCTION.

IMPORTANT LAND SALE.

THE Undersigned have been favoured with instructions to sell by Public Auction, TO-DAY (TUESDAY), the 21st August, at 3 P.M., on the Spot, the remaining portion of Kowloon Island Lot No. 549, containing approximately about 16,799 square feet.

The Lot is exceptionally well situated, a few minutes' journey from the Ferry, with a Frontage on the Cameron Road.

For full particulars, apply to
HUGHES & HOUGH,
Auctioneers.

Hongkong, 13th August, 1900. [2198]

POSTPONEMENT.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, FOR AND ON ACCOUNT OF THE CONCERNED, on THURSDAY, the 23rd August, 1900, at 3 P.M., on the Spot,

THE FOLLOWING
VALUABLE PROPERTY, viz.—

Inland Lot No. 910, Yamati, divided into 17 Building Sites 50 feet deep and having a Frontage of 15 feet, bounded on the front by a public street 50 feet wide and at the back by a public lane 15 feet wide.

Inland Lot No. 911, Yamati, adjacent to the above, also divided into 17 Building Sites 50 feet deep and having a Frontage of 15 feet, bounded on the front by a public street 50 feet wide and at the back by a public lane 15 feet wide.

The above will be offered in 34 lots, each of which contains 750 sq. ft., and is suitable for the erection of one Chinese House.

Terms of Sale and full particulars can be had on application to the Undersigned.
HUGHES & HOUGH,
Auctioneers.

Hongkong, 21st August, 1900. [2191]

PUBLIC COMPANIES

HONGKONG AND SHANGHAI BANKING CORPORATION.

THE DIVIDEND declared for the Half-year ending 30th June last at the Rate of ONE POUND AND TEN SHILLINGS Sterling (£1 10s. sterling) per Share of \$125 is PAYABLE on and after MONDAY, the 20th August, current at the Offices of the Corporation, where Shareholders are requested to apply for Warrants.

By Order of the Court of Directors.
H. M. BEVIS,
Acting Chief Manager.

Hongkong, 18th August, 1900. [2240]

HONGKONG HOTEL COMPANY, LIMITED.

NOTICE.

THE ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS will be held at the Company's Hotel on TUESDAY, the 28th August, 1900, at NOON, for the purpose of receiving a Statement of Accounts of the Company to the 30th June, 1900, with the Report of the Directors, and to discuss any matter that may be competently brought before the Meeting.

The TRANSFER BOOKS of the Company will be CLOSED from the 22nd to the 25th August, both days inclusive.

By Order of the Board.
C. MOONEY,
Secretary.

Hongkong, 17th August, 1900. [2229]

THE HONGKONG AND KOWLOON WHARF AND GODOWN CO., LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND at the RATE of 5 per cent. (Two Dollars and Fifty CENTS PER SHARE), for the six Months ending 30th June, 1900, will be PAID to those Persons who are registered as Shareholders in the above Company on the 31st August, 1900.

The TRANSFER BOOKS of the Company will be CLOSED from the 27th to the 31st instant, both days inclusive.

By Order.
EDWARD OSBORNE,
Secretary.

Hongkong, 17th August, 1900. [2225]

THE HONGKONG COTTON SPINNING, WEAVING AND DYING COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY ANNUAL MEETING of SHAREHOLDERS in the above Company will be held in the Offices of the General Managers on MONDAY, September 3rd, and not on August 27th as originally advertised, at 4 O'CLOCK P.M., for the purpose of receiving the report of the Consulting Committee and Statement of Accounts to August 15th, 1900.

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 13th August, 1900. [2195]

THE HONGKONG COTTON SPINNING, WEAVING AND DYING COMPANY, LIMITED.

NOTICE is hereby given that the REGISTRATION of SHARES in the above Company will be CLOSED from MONDAY, August 20th, to the 3rd September (both days inclusive), and not from August 18th to August 27th as previously advertised, during which period no Transfer of Shares can be registered.

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 13th August, 1900. [2196]

OLIVERS FREEHOLD MINES, LIMITED.

IN accordance with Article VIII, Paragraph 3, of the Articles of Association of the Company, Interest at the rate of 8 1/2 per Annum is being charged on all Unpaid Calls.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 18th August, 1900. [2238]

TEBRAU PLANTING COMPANY, LIMITED.

NOTICE is hereby given that in accordance with Article IX, Paragraph 3, of the Articles of Association of the Company, the following Shares have been forfeited:—

10701—10800 12888—13185
11061—11085 14088—14785
11886—11935 16786—16085
12136—12285

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 18th August, 1900. [2237]

W. B. BREWER & CO.

SOME NEW PICTURES.
Our Brothers from over the Sea, "Engraving,"

The Handy-Man "Platotype" 3.50
Absent Minded Beggar "Platotype" 3.50
NEW BOOKS and NEW EDITIONS.

A Sportsman in India, by Isabel Savory 4.50
New Volume Academy Pictures, 1900 4.50
Russia on the Pacific and the Siberian Railway, by Vladimir 9.00
Chinese Characteristics, by Smith 3.00
The Real Chinaman, by Holcombe 4.50
Templeton's Work-Shop Companion (Modernized) 3.50
Mansley's Essays 1.50
Westward Ho, by Kingsley 1.35
A Bed for Portia, by Guy Boothby 35
Lord Edward Fitzgerald, by Bolkin 1.50
Little Anna Mark, by Crockett 1.50
Agatha Webb, by A. K. Green 1.25
A Rank Outsider, by Nat Gould 1.25
Lest we Forget Them 75
23 & 25, Queen's Road, Hongkong. [31]

THE FIGHTING AT TIENTSIN.

WE HAVE A SMALL QUANTITY OF PLANS OF TIENTSIN FOR SALE.

PRICE ... 75 Cents each.

THE Plans show the latest extensions in the Foreign Settlements at Tientsin, position of the Public Buildings, &c.

Printed by Messrs. JOHN BARTHOLOMEW AND Co., Edinburgh.

"DAILY PRESS" OFFICE.
Hongkong, 17th July, 1900. [1900]

TO LET.

TO BE LET or SOLD.

TWO FINE SEMI-DETACHED HOUSES on the PEAK ROAD, nearing completion. The Houses command a splendid view, and are thoroughly well appointed and fitted up for Electric Light.

Apply to—
HUMPHREYS ESTATE & FINANCE CO., LIMITED.
Hongkong, 14th August, 1900. 1871

TO LET.

NO. 134 and 136, QUEEN'S ROAD EAST, now in the occupation of the Royal Naval Seaman's Club.

Apply to—
LINSTED & DAVIS.
Hongkong, 13th July, 1900. 1964

"THE EYRIE."

AT THE PEAK, close to summit; delightfully cool and healthy.

TO BE LET, FURNISHED. Immediate possession can be had. For Particulars, apply to—
R. C. WILCOX,
8, Beaconsfield Arcade.
Hongkong, 15th June, 1900. 1757

SHOP TO LET—No. 62A, Queen's Road Central, at present occupied by ACETYLENE Gas Co.

Apply to—
G. FALCONER & CO.
Hongkong, 7th August, 1900. [2160]

TO LET.

FURNISHED BEDROOM with an English Family at CAINE ROAD.

Apply to—
C.
Care of Daily Press Office.
Hongkong, 20th August, 1900. [2241]

TO LET.

"HARFORD"—MAGAZINE GAP.

ONE LARGE ROOM (THIRD FLOOR) QUEEN'S BUILDINGS.

13, PRAYA CENTRAL, Rooms on 2nd Floor.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 19th June, 1900. [61]

TO LET or FOR SALE.

THE VILLA LUCIA, POKFULAM.

For Terms, &c., apply to
D. MUSSO & CO.,
No. 283, Praya, West.
Hongkong, 14th August, 1900. [2209]

TO LET.

WITH IMMEDIATE POSSESSION.

A SPACIOUS ROOM suitable for an OFFICE, on N.E. corner of THIRD FLOOR, PRINCE'S BUILDINGS.

Apply to—
S. J. DAVID & CO.
Hongkong, 19th July, 1900. 1945

BOARD and APARTMENTS at Kowloon for Married or Single.

Apply to—
"BERYL,"
Garden Road, Kowloon.
Hongkong, 6th June, 1900. 1874

BOARD and RESIDENCE.

COMFORTABLY FURNISHED ROOMS, with Board.

Apply to Mrs. MATHER,
2, Pedder's Hill.
Hongkong, 1st January, 1892.

HIRANO NATURAL MINERAL WATER.

HIRANO MURA, HYOGO-KEN, JAPAN.

BOTTLED in its Natural Carbonic Acid Gas. Bright, Sparkling and Effervescent. An excellent drink with Wines or Spirits.

Price \$5.50 per Case of 48 Pints.

As seen from the Imperial Japanese Government's Analysis the above belongs to a class of salubrious mineral waters having alkaline reaction, and taken internally its medical uses are for chronic catarrh of the stomach, intestines, diseases of glands, and chronic endometritis.

TAI WO & CO.,
22, Bank Buildings,
Agents for Hongkong.

Hongkong, 14th August, 1900. [2211]

SIENTING.

SURGEON DENTIST.
No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE.

Consultation Free.
Hongkong, 23rd September, 1891. [808]

MITSUI RUSSAN KAISHA

No. 6, ICE HOUSE STREET, PRAYA CENTRAL.

Head Office:—Tokio.

Branch Office:—LONDON, New York, Bombay, Singapore, Shanghai, Tientsin, Newchwang, and all Ports in JAPAN.

AGENCIES:—
Mikito Coal Mines,
Kanada Coal Mines,
Hokoku Coal Mines,
Yoshinotani Coal Mines,
Onoura Coal Mines,
No. 1, Ohtani Coal Mines,
Ichimura Coal Mines,
Kishima Coal Mines,
Yoshio Coal Mines,
Yamano Coal Mines,
Mamuro Coal Mines,
The Osaka Shosen Kaisha, Limited,
Tokio Marine Insurance Co., Limited,
Meiji Fire Insurance Co., Limited,
Kansai Cotton Spinning Mills,
Shanghai Cotton Spinning Mills,
Tokio Cotton Shipping Mills,
Mikito Cotton Spinning Mills,
Onoda Cement Company,
Imperial Government Paper Mills,
MITSUI RUSSAN KAISHA,
M. FUJISE,
Manager.

Hongkong, 19th August, 1899. [27]

BANKS.

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL £1,500,000
SUBSCRIBED £1,125,000
PAID-UP £562,500
RESERVE FUND £30,000

BANKERS:
LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2 1/2 per cent. on the Daily balance.

ON FIXED DEPOSITS:—
For 12 months 4 1/2 %
" 3 " 3 1/2 %
" 6 " 3 %
" 9 " 2 1/2 %
" 12 " 2 %
J. THURBURN,
Manager, Hongkong.

Hongkong, 24th March, 1900. [20]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.
H. M. BEVIS,
Acting Chief Manager.

Hongkong, 26th March, 1900. [18]

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND \$12,000,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS.
N. A. SIENS, Esq., Chairman.
R. SHEWAN, Esq., Deputy Chairman.
E. Goetz, Esq.,
Hon. R. M. Gray,
Hon. A. Haupt, Esq.,
Hon. J. J. Kewick,
D. Meyer Mosses, Esq.,
A. J. Raymond, Esq.,
R. L. Richardson, Esq.,
P. Saches, Esq.,
H. W. Slade, Esq.

CHIEF MANAGER:
Hongkong—SIR THOMAS JACKSON.

MANAGER:
Shanghai—J. P. WADE GARDNER, Esq.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS.
For 3 months, 2 1/2 per cent. per annum.
For 6 months, 3 per cent. per annum.
For 12 months, 4 per cent. per annum.
H. M. BEVIS,
Acting Chief Manager.

Hongkong, 18th August, 1900. [17]

THE NATIONAL BANK OF CHINA, LIMITED.

AUTHORIZED CAPITAL £1,000,000
PAID-UP CAPITAL £234,374

HEAD OFFICE—HONGKONG.

BOARD OF DIRECTORS.
CHAN K. SHAN, Esq., D. GILLIES, Esq.,
CHOW T. SHANG, Esq., J. T. LAURE, Esq.,
Chief Manager,
Geo. W. F. PLAYFAIR.

Interest for 12 Months Fixed 5%.

Hongkong, 23rd March, 1899. [19]

THE BANK OF TAIWAN (FORMOSA), LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER.)

AUTHORIZED CAPITAL Yen 5,000,000
PAID-UP CAPITAL " 1,250,000

HEAD OFFICE—TAIPEI, FORMOSA.

JUICHI SOTEDA, Esq., President.
Head Office Manager: HIROMI KAWASAKI, Esq.

BRANCHES AND AGENCIES.
Tokyo Osaka Kyoto Yokohama
Kobe Nagasaki Hakodate Moji
Taiwan London New York S. Francisco
Hongkong Amoy Shanghai Tientsin
Newchwang Chemulpo Fusan.

HEAD OFFICE—INTEREST ALLOWED.
On Current Account 4 1/2 % per annum
On Fixed Deposits Savings Bank 5 1/2 %

For 3 months 5 % per annum
" 6 " 6 1/2 %

Credits granted on approved Securities and every description of Banking and Exchange business transacted.

Drafts granted on the chief commercial places both in Japan and Abroad.

Further particulars may be obtained on application.

HIROMI KAWASAKI,
Manager.

Taipei, 1st August, 1900. [290]

THE BANK OF CHINA & JAPAN, LIMITED.

WORKING CAPITAL over £210,000
RESERVE LIABILITY OF SHAREHOLDERS fully £425,000
HOLDERS £235,000

HEAD OFFICE:
36, Nicholas Lane, London.

BRANCHES:
Hongkong, Shanghai, Singapore.

AGENCIES:
Yokohama, Kobe, Penang, Bombay, Calcutta, Madras, Colombo, Rangoon, Java, Lyons, and Paris.

BANKERS:
The Bank of England and the Capital and Counties Bank Limited.

General Manager—F. C. BISHOP.

INTEREST ALLOWED.
On Current Accounts 2 per cent.
Fixed Deposits 3 months 4 %
" 6 " 4 1/2 %
" 12 " 5 %

The Bank buys and sells and receives for collection Bills of Exchange on, and transacts general Banking business with the above places.

Hongkong, 1st May, 1900. 2

BANKS.

IMPERIAL BANK OF CHINA

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1890.

SUBSCRIBED CAPITAL, Shanghai Tls. 5,000,000
PAID-UP CAPITAL " 2,500,000

HEAD OFFICE—SHANGHAI.

BRANCHES AND AGENCIES:
Canton Hankow
Chefoo Peking
Chungking Pooning
Chungking Singapore
Foochow Swatow

The Bank purchases and receives for collection Bills of Exchange drawn on the above places, and sells Drafts and Telegraphic Transfers payable at its Branches and Agencies.

HONGKONG BRANCH.
Advances made on approved securities. Bills Discounted.

INTEREST ALLOWED ON DEPOSITS.
At 1/2 per annum on Current Account daily balances.

HONGKONG
BUSINESS DIRECTORY.

AUCTIONEERS, &c.

- PAUL BREWITT,**
2, Zealand Street, Auctioneer, Appraiser
and Commission Agent.
- HUGHES & HOUGH,**
Auctioneers to the Government, and Share
and General Brokers, corner Ice House
Street and Praya Central.
- V. I. REMEDIOS,**
Auctioneer, Appraiser and Agent,
8, Queen's Road Central.

BOARD AND LODGING

- THE WESTERN HOTEL,**
Excellent Accommodation. \$2.50 per day.
90 and 92, Queen's Road West.

BOOKBINDING

- "DAILY PRESS" OFFICE,**
The only office in China having European
taught workmen. Equal to Home Work.

BOOKSELLERS AND STATIONERS

- W. BREWER & CO.,**
Printers, Bookbinders and Account Book
Manufacturers, 23 and 25, Queen's Road
(under Hongkong Hotel).

BUILDERS

- KANG ON,**
Contractor, 30, D'Aguiar Street. Local
and Coast Port Buildings, Timber, Brick
and Granite.
Mechanics engaged. Estimates given.

CHEMISTS, DRUGGISTS, &c.

- THE PHARMACY,**
10, Queen's Road Central. Family and
Dispensing Chemists, Whites, Spirits and
Cigars.

- THE VICTORIA DISPENSARY,**
Chemists and Druggists, High-class Aera-
tized Waters, Dealers in Photographic
Requisites, Queen's Road.

- WATKINS, L.D. APOTHECARIES' HALL, 60,**
Queen's Road Central, Cigars, Aerated
Waters, Wines, Beers, Spirits, etc.

CURIO DEALERS

- KUHN & KOMOR,**
Fine Art, Japanese and Chinese Curios,
21 and 23, Queen's Road, Hongkong,
Shanghai, Kobe, Yokohama.

- KWONG HING,**
China Porcelain, Crockery Ware, 59a,
Queen's Road Central.

DENTISTS

- WONG HONG,**
Surgeon Dentist, 50, Queen's Road Central.

- WONG TAI FONG,**
Surgeon Dentist, 24, Bank Buildings,
Opposite Hongkong Hotel.

DRESSERS

- EBRAHIM ELIAS & CO.,**
Milliners, Silk Mercers, Hatterdresses,
Low Prices, 37, 39, Wellington Street.

- SEE WOO,**
Tailor, Draper and Outfitter, 67 and 69,
Queen's Road.

FLOUR MERCHANTS

- SPERRY FLOUR COMPANY,**
Merchant Millers, San Francisco.
Eastern Branch, Pedder Street,
WILLIAM WHEAT, Manager.

FURNITURE WAREHOUSEMEN

- A CHEE & CO.,** Established 1859.
Every Household Requisite. Depot for
Eastman's Kodak Films and Accessories;
17a, Queen's Road Central.

- LI KWONG LOONG,**
Cabinet-maker, Furniture Dealer, Art De-
corator and Dealer, 17, Queen's Road.

GROCERS

- THE MUTUAL STORES,**
SUB-AGENTS LIPSON, LD.,
8 and 10 D'Aguiar Street,
Provision and General Merchants.

JEWELLERS

- KANG LEE & CO.,**
Jewellers, Gold and Silversmiths, Watch-
makers, Japanese Curios and Blackwood
Furniture. Opposite Post Office, 36,
Queen's Road Central.

- MAISON LEVY HERMANOS,**
Diamond Merchants and Watchmakers, 40,
Watson's Building, Queen's Road. Also
at Shanghai, Manila, Paris and Rio de
Janeiro.

- SUN SHING,** Established 1840.
Silks, Gauzes, Crêpe Shawls, Chinaware,
Ivory, etc., Gold and Silversmiths and
Engravers, 90, Queen's Road Central.

- WAI LOONG,**
Gold and Silverware, Silk Dresses, Crêpe
Shawls, Ivory, Lacquerware, Fans,
Corsets, Bristles, Human Hair, Fea-
thers, 88, Queen's Road Central.

THE LIGHT OF THE FUTURE

- EASTERN ACETYLENE LIGHTING
COMPANY, Ltd.,** Head Office, 62a, Queen's
Road Central. Fittings of every de-
scription for the ACETYLENE LIGHT at
lowest rates.

MERCANTILE AGENT

- WOODS & CO.,**
Doddrell Street, Agents for American and
European Export Houses.

PHOTOGRAPHERS

- E HING,**
Enlarging, Developing, Printing, Mod-
erate Rates, 20a, Queen's Road East.

- MEE CHEUNG,**
Ice House Street, Top Floor. Permanent
Enlargements, Groups, Views, etc. Devel-
opment Works, Amateur's Requisites.

HONGKONG
BUSINESS DIRECTORY.

PHOTOGRAPHERS

- M. MUMEYA, JAPANESE ARTIST,**
Bromide and Crayon Enlargements. Work
done for Amateurs, 8a, Queen's Road, CL

- YEE CHUN,**
Marine and Portrait Painter, 50, Queen's
Road, Upstairs.

- H. YERA,**
Japanese Photographer, 14, Beaconsfield
Arcade, Queen's Road CL, also Wanchai
Amateur's Requisites and Specialty.

PRINTING

- "DAILY PRESS" OFFICE,**
Proofs read by Englishmen.

RATTAN FURNITURE

- KWONG TAI LOY,**
Rattan Furniture, Bamboo, Blinds, Mat-
tresses all Colours, 18, Praya Central.

SILK GOODS DEALERS

- DHUNAMAL CHELLARAM,**
Dealer in Indian, Chinese, and Japanese
Silk and Fancy Goods, also Art Works,
2, D'Aguiar Street.

- THE GLOBE (TEJUMUL PORUSINO),**
Indian, Chinese and Japanese Silk Goods,
Cashmere Shawls, Spanish Wines and
Manila Cigars, 12, D'Aguiar Street.

- WASSIAMULL ASSOMULL,**
Wholesale and Retail Importers and
Exporters, Indian, Chinese and Japanese
Silks, Cashmere Shawls and Ceylon
Lace, 46, Queen's Road, CL.

SILK LACE MANUFACTURERS

- FR. BLUNCK,**
Exporter of Real Hand-made Torchon Lace
in Silk, Linen and Cotton, Grasscloth and
Silk Embroideries, Hand-made Silk
and Linen Lace Curtains made to
order, 17, Queen's Road Central.

STOREKEEPERS

- F. BLACKHEAD & CO.,**
Navy Contractors, Shipchandlers, Sail-
makers, Provision and Coal Merchants,
Praya Central, next Hongkong Hotel.

- KWONG SANG & CO.,**
Shipchandlers, Sailmakers, Hardware,
Engineer Tools, Brass and Iron Mer-
chants, 144, Des Vaux Road.

- MORE & SEIMUND,**
Shipchandlers, Sailmakers, Biggers, Com-
mission Agents and General Store-
keepers, 43 and 45, Praya Central.

TAILORS

- AM-MEN, HING-CHEONG & CO.,**
Tailors, Drapers and Outfitters, Queen's
Road Central, Old Club Site.
Branch: A-MAN, opposite City Hall.

- R. HAUGHTON & CO.,**
Naval, Military and Court, 16, Queen's Road,
Opposite Kuhn's Curio Store.

- HUNG YUEN,**
Outfitters, Shirt Makers, Hatters, Hosi-
ers, Drapers, 85, Queen's Road Central.

- TAK CHEONG,**
Tailors, Gentlemen's Outfitters, Hatters,
Hosiery, and Drapers. Chinese Silk of
all kinds, 50, 52, Queen's Rd. Central.

- YEE SANG FAT & CO.,**
Outfitters, Piece Goods, Underwear, Shoes,
Hats, Silk Handkerchiefs; Opposite Post
Office, Queen's Road Central.

TOBACCONISTS

- D. S. DADY BURJOR, "Los FILIPINOS,"**
Importers of the Best Manila Cigars, 25,
Pottinger Street.

- KRUSE & CO.,**
Wholesale and Retail Havana and Manila
Cigars, Egyptian Cigarettes, Dealers in
Fancy Goods, Agents,
Cannagh House, Queen's Road.

- VICTORIA CIGAR DEPOT,**
1 and 2 Leysane Street East. AGENTS FOR
W. KENNEDY & CO., 37, Calle San
Jacinto, Manila, "Windsor Lady" and
"The Jockey" Cigars.

WINE & SPIRIT MERCHANTS

- H. PRICE & CO.,**
12, Queen's Road
and Calle Anlogue, Manila.

WO FAT & CO.

- SHIP CHANDLERS, SAIL MAKERS,
GENERAL STOREKEEPERS,**
No. 11, LEE YUEN STREET, EAST
Hongkong, 25th July, 1930. [2074]

- RUINART PERE & FILS, REIMS**
Established 1719.
CHAMPAGNE GROWERS AND
SHIPPERS.

- LAUTS, WEGENER & CO.**
Ship only the Finest Quality
Extra Dry (Green Seal)
Sole Agents.
Hongkong, 17th May, 1895. [1522]

- 怡生號
YEE SANG & CO.,**

- COAL MERCHANTS**
Have always on hand
LARGE STOCKS EVERY DESCRIP-
TION OF COAL.
Address—Care of Messrs. KWONG SANG & Co.
No. 144, DES VEAUX ROAD. [22]

- BOMBAY-BURMAH TRADING COR-
PORATION, LIMITED.**
BANGKOK AND RANGOON.

- "TEAK SQUARES, PLANKS, BOARDS AND SCAN-
TLINGS, PLANKS, TONGUED AND GROOVED
BOARDS, FOR FLOORING, CHAIRING, WALLING,
&c. TEAK SHINGLES FOR ROOFING.
PINKADOE RAILWAY SLEEPERS for all
GAUGES.**
Rates Supplied and Orders Booked by
J. A. DINE, MATHEWSON & CO.
Hongkong, 3rd May, 1895. [1633]

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SPORT AND ANECDOTE.

BY AN OLD FOGEY.

FLYING THE STARS AND STRIPES.
Not so very long ago a loud outcry was raised
among the undies attention paid by the robust
youth of Britain to athletic culture. It was
argued that the more serious callings of life were
being neglected in the pursuit of the footling
game to be won on the river, in the field, or on
the running track. Commercial instincts were
being blunted, we were told, while the worship
of muscle and sinew was being attended to, and
our commercial progress was being impeded
while our young turned their attention to
physical exercises instead of to the counting-
house or the workshop. It is questionable if
much attention was paid to the solemn warnings,
but it cannot be doubted that our supremacy
has been challenged in many directions, during
the past few years. The sensational victories
achieved by the Americans at the recent gather-
ing promoted by the Amateur Athletic Associa-
tion prove that we are practically standing
still while our cousins on the other side of
the Atlantic are forging ahead with great
 strides. Unfortunately for us, the best of our
representatives at the universities of Oxford
and Cambridge go out of training long before
the time arrives for the annual championship
meeting. Were this not so it is just possible
that we should have found the all-conquering
Americans' tasks more formidable than were
presented to them at Stamford Bridge before
they succeeded in annexing so many of our
championships. Purposely I have said it is just
possible; it were too bold, perhaps, to suggest
the probability of such a thing with any con-
fidence. The open door to amateurism, I am
sadly afraid, has been lowering the standard of
competitors for many years past, although it
should be some little gratification to those who
have control of amateur athletes to know that
the English championships retain sufficient
glamour to attract men from Australia, from
India, and from America. The visit of the
Yankees has been referred to as an invasion,
and the phrase is not inapt if we remember that
the party consisted of something like eighty
members. Such a flying of the Stars and
Stripes has never been known at an athletic
festival in this country before, and the pity of it
is that we were so ill prepared to receive them.

METHOD.

The whole secret of their success, in my
opinion, may be summed up in one word—
method. I should be very sorry indeed to think
that our stamina showed signs of deterioration.
In the four miles walk the Americans allowed
the claims of Sturges and Butler to go un-
challenged, while the half-mile, the mile, the
four miles, and the two miles steeple-chase were
won just as decisively as the field events were
lost. These little details must not be forgotten
when our weaknesses are being emphasised—as
they are bound to be in due course—in the
American journals. There is no necessity to
make excuses for our own athletes, who were
beaten easily enough on their merits, but I am
bound to confess that I was disappointed with
some of the performances shown. After seeing
Stanley Rowley, the Australian representative,
run clean away from Wadley on the previous
Saturday, I quite expected to see a terrific
race between Rowley, Pritchard, and the
best of the Americans in the hundred yards
race. But when Tewkesbury galloped away
from India's representative and had Wadley
beaten before half the distance had been covered,
I thought we need look no further for the win-
ner. For seven consecutive years Norman
Pritchard has carried off the 100 yards' Pre-
sidency championship at Bengal, while other
honours have been repeatedly gained by him at
150 yards, quarter mile, 120 yards' hurdle race,
and high jump. At Stamford Bridge, Tewkes-
bury, the Pennsylvanian, was looking round at
his rivals and canting along with all the ease
imaginable when half the distance had been run,
so that when both Pritchard and Wadley went
down our chances of success were seriously
curtailed. Jupp and Brewitt were just as easily
defeated in the next heat, and our only hope
centred in Rowley, who beat his solitary oppo-
nent quite easily. Yet another American triumph
had to be recorded when Jarvis, of Princeton
University, tore through the tape a handsome
winner. Credit must certainly be given to the
American athletes for making the most of their
"show." But there was always method in what
they did. No sooner had they got through with
their racing in the heats than they donned
capacious dressing-gowns, kept every breath
of wind from their limbs, whilst most of
them indulged in a brisk rub down. They did
not loiter about, but kept on the move, and can-
tered and highstepped around every moment
until they went on the mark again for the final.
It may have appeared to some of the onlookers
that there was a little too much posing and
posturing before they were ready to start, but
they were there to win, and did not mean to be
bustled in the least. Charles Lookton—who
wears wonderfully well for a veteran—he was a
champion long jumper as far back as 1873—got
the five men away beautifully, all of them coming
up from their hands as one man. There was a
swish on the cinders as they came bounding along
in a line for a short distance, and I watched an-
xiously to see the bright blue jersey of Rowley
flash to the front. But no such thing happened.
Away there on the outside, running under the
shade of the lime trees, the agile young Duffy
was bounding along with an elasticity that was
thrilling. He had won quite thirty yards from
the tape, and as he dashed past the judges I
found myself involuntarily muttering, "My
word!" I fancy I have seen nearly every sprinter
of note during the last thirty years, but leaving
Harry Hutchens out of consideration for the
moment, the only man who has impressed me
to the same extent as Duffy was Arthur Whar-
ton, and I can only add that if they have any-
one faster than the Georgetown University man

in the States, they must possess a phenomenon.
He is not at all the youth one would pick out
of a crowd as a champion, being a slip of a boy
of medium height, but directly he had got into
his stride he came along like a greyhound. L.
E. Myers, of whom so much was written in 1881,
had a style as near perfection as one could
imagine, but Duffy at once reminded me of
Wharton, the dusky sprinter who a few years
later kept goal for Preston North End in a
memorable cup-tie at Nottingham. I have
gossiped at some length on the sprint race,
because the winner's running struck me as being
exceptional, and I have the assurance of one of
the officials that two of the timekeepers' watches
showed 9.4 seconds, but they gave way on the
point to a third who made it 10 sec., although
for what reason I am unable to say. Our own
representatives were out-classed, but it was good
to hear the ringing cheers which greeted the
victory of the American.

KRAENZLEIN THE WONDER.

Brilliant as the sprinting undoubtedly was, the
one great thing which took the gathering by storm
was Kraenzlein's feat in the final of the hurdle
race. Paget Tomlinson, last year's champion,
who ran so well, too, afterwards when Oxford
and Cambridge opposed Harvard and Yale at
Queen's Club grounds, Kensington, did not de-
fend his title, although as recently as March
last he placed the hurdles to the credit of the
Light Blues at the inter-university sports.
What a pity it is we are deprived of the services
of these lissome undergraduates when these in-
vasions take place! Not that I think for one
moment that any of our hurdlers could have
pushed Kraenzlein at all closely, but with Traf-
ford as our best man we had not the ghost of a
chance. Pritchard had only one man to beat in
his heat, for Remington, the Pennsylvanian
crack, touched the third or fourth hurdle and
came down. Then we saw what his university
comrade could do by cantering away from
Maloney, of Chicago. The time for this heat
was officially posted as 15½ seconds—rather
a peculiar return in view of the fact that the rest
of the times were recorded by fifths of seconds.
It is a mere detail, as the phrase of the hour
goes, but worth noting all the same. In the
final Kraenzlein did 15-2-5 seconds, which beat
Godfrey Shaw's record of 1895 by two-fifths of
a second. It was a perfect exhibition of hur-
dles, the stride in which the hurdle was cleared
being taken with the nicest accuracy, scarcely
an inch being given away in clearance. Shaw
was a gem at this particular exercise, and I used
to think we should not see his superior, but the
Yankees sent us a wonder. This was the record
feat of the meeting, for although he came out
later and won the long jump with a leap of 22
feet 10½ inches, he failed to realise the an-
ticipations of the crowd, many of whom had
looked forward to seeing 24 feet covered.
There could be no doubt about his jumping.
However, for he scarcely made a bad leap, and
the sure way in which he swung himself for-
ward after alighting ought to serve as a useful
lesson to jumpers aspiring to the highest hon-
ours. He, too, took great care of himself be-
tween times. Trained to the hour, to all appear-
ances, his efforts did not distress him in the
least, and I thought he took his victories and
applause which followed with a little more
modesty than some of the others.

OTHER FIELD EVENTS.

A word or two of explanation here. It is, of
course, no part of my province to deal with the
championship events seriatim; the festival has
been given plenty of prominence in the sport-
ing journals already. But there are one or two
events about which something may be said in
this column. With Pritchard, the Kidder-
minster pole-jumper, relinquishing his claim
to the title, the Americans had this contest to
themselves. And a tedious affair they made
of it, too. All the same, however, we must
give honour where honour is due, and I have
no hesitation in saying that Johnson's pole
jump of 11ft. 4in. was one of the finest per-
formances ever seen in this country. It is an
inch higher than Ray did at Birmingham in 1881
and Watson at Manchester in 1891, but it falls
short of Dickenson's feat at Kidderminster in
1891, for the old amateur champion cleared
11ft. 9in., while this in turn is an inch and a
half below the American amateur record.
Those who have been familiar with this column
for any length of time will remember that when
Pritchard won last year he was mercilessly
criticised because, acting upon official advice,
he declined to lend his pole to a rival. He felt
the strictures keenly, but protested at the same
time that the Northern school of pole-jumpers
did not jump fairly, inasmuch as they delibera-
tely climbed the pole in order to clear the bar,
whilst he took one clear spring only. These gym-
nastic feats, he considered, ought to be ruled out
by the Association. I think he had good ground
for his grumble, however attractive the pole-
climbing may be to the onlookers. At the recent
championships the Americans jumped with
scrupulous fairness, going over the bar
with a single bound, and without shifting the
hands on the pole. I did not see Pritchard on
the ground, but if he was present he would
marvel greatly at the agility and skill of our
American cousins. Cleaner or better pole-jump-
ing I never wish to see, and I am only sorry
that some of the expert critics have not given
the performance of the New York athlete

a good deal more prominence. I have found
no reference to Kraenzlein in connection
with this event in the American games,
but I can quite imagine that if ever he
practices pole-jumping he will prove a thorn
in the side of the present champion, for he is just
one lump of muscle and elasticity. The high
jump saw P. Leahy, the holder of the British
amateur record of 6ft. 4½ inches, to extremely
poor advantage. Leahy is as clearly built a
young fellow as one would meet in a day's march,
and his poor show was inexcusable. Baxter,
another of the Pennsylvania University team,
was wonderfully attired in a hooded dressing-
gown, and was donning and doffing this affair
every other few minutes while the contest lasted.
He is a marvellous leaper, and he is as good a
showman as he is a jumper. Poised on his toes,
and half-crouching some dozen yards from the
jump, to which he ran slightly sideways, he
grazed for some seconds as if measuring the
distance to a fraction, he took one, two, three,
four steadily strides, with every muscle in his
frame at full tension, then came two or three
swift, bounding strides, and from almost
under the cross-bar he shot into the air, turned
his body into a horizontal position, latched the
right leg over—if I may so express myself—and
that being accomplished the left was just as
neatly brought over, there was a shuffle of the
body to straighten itself out, as it were, and we
learned that in this deliberate, methodical fashion
Baxter had covered the bar at a height of 6ft.
2in. Veterans who can remember the clean
jumping of Alkin or Pat Davin would regard
this latest style as a species of gymnastics, pure
and simple—clever, extremely clever, but not
jumping as boys at school understand it. Still,
Baxter is no giant, and Davin was; besides, one
must admit that there is method in every move-
ment from the time the pole is taken up. We
do not appear to have many athletes in Britain
capable of topping the bar at six feet. There
are a few other items yet to be dealt with in
connection with this memorable meeting, but
they must be attended to in a further letter.

THE M.C.C. AND THE PRESS.

Probably none out of every ten of the outside
public who patronise Lord's have been astounded
at the extraordinary attitude taken up by the
authorities towards the gentlemen of the
Fourth Estate whose professional duties compel
them to be in attendance there. I have been
unable to follow the controversy day by day,
but I have read sufficient to satisfy me that the
reporters have a real grievance. I do not sup-
pose this will be seriously denied by anyone who
knows the real circumstances. It seems to me,
therefore, the greatest of pities that someone
possessing a little sweet reasonableness has not
stepped in before now and smoothed matters
over. I may take a wrong view of the position
taken up by one or two of the dailies, but it
may be asked whether it is not idle to talk of
boycotting the matches played at Lord's. Surely
there must be an easier remedy
than this. But at the same time, I think those
in authority will see that they have some-
thing to lose and nothing to gain by ignoring
the rightful claims of the newspaper men, who,
after all, are the servants and mouthpieces of
the public. Any apologist who comes forward
with the notion that the British public and the
British Press can be silently ignored for what
benefit either one or the other confer on the
club is talking sheer nonsense. Public opinion
has turned stronger institutions than the M.C.C.
topsy-turvy ere now. We all admire the stolid
Conservatism of our cricket parliament; we
have faith in its judgments, and are rightly
jealous of its honour. Older and wiser heads
will not need to be told that it is the nimble
sixpences that keep the game going, despite the
enormous private income of the Marylebone
Club. Even M.C.C. and Ground matches have
to be played against opposing teams, and these
in their turn have to go to the general public
for the wherewithal to fight their battles on the
field. No, no; do not let us hear any more of
the idea that cricket is to be carried quietly on
with the gates shut against the paying public.
This is too preposterous to waste further words
upon.

MITSUBISHI DOCKYARD
AND ENGINE WORKS,
NAGASAKI.

CODE WORD: "DOCK," NAGASAKI.
A.I. A.B.C. Scott's and Engineering Codes
Used.

DOCK No. 1 (at TATEGAMI)
Extreme Length... 523 feet.
Length on Blocks... 513 "
Width of Entrance on Top... 89 "
Width of Entrance on Bottom... 77 "
Water on Blocks at Spring Tide 26½ "

DOCK No. 2 (at MUKAJIMA)
Extreme Length... 371 feet.
Length on Blocks... 350 "
Width of Entrance on Top... 66 "
Width of Entrance on Bottom... 53 "
Water on Blocks at Spring Tide 26½ "

PATENT SLIP (at KOSUGE).
Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the
LATEST IMPROVEMENTS and can
execute any kind of work in SHIPBUILD-
ING and MARINE ENGINEERING as well
as in REPAIRING OF SHIPS.
The COMPANY has a POWERFUL SAL-
VAGE PLANT READY AT SHORT
NOTICE. [1619]

NOTICE OF REMOVAL.

THE OFFICE of the
HONGKONG DAILY PRESS,
CHUNG NGOI SAN PO,
CHRONICLE & DIRECTORY.
have this day been Removed to
ENTRANCES EAST, LANE, PRECINCT MEASUR.
Wong & Co's Office, behind Messrs. Shewan,
Tomes & Co's premises.
Hongkong 1st May, 1930.

INTIMATIONS

THE TRADE MARKS ORDINANCE,
1898.APPLICATION FOR REGISTRATION OF
TRADE MARKS.

NOTICE is hereby given that ALEX FER-
GUSON & COMPANY, LIMITED,
a Limited Company having their Registered
Office situated at Glasgow, in Scotland, has, on
the 4th July, 1930, applied for the registration,
in Hongkong, in the Register of TRADE
MARKS, of the following TRADE MARK, viz:—
The distinctive label consisting of the letters
"P & O" in inverted commas and a copy of
the written signature of the applicants in the
name of the said ALEX FERGUSON & CO.,
LIMITED, who claims to be the sole proprietor
thereof.

The TRADE MARK has been used by the Ap-
plicant in respect of the following goods in the
following class, viz:—In respect of Whisky in
Class 42.

A facsimile of such TRADE MARK can be
seen at the office of the Colonial Secretary of
Hongkong.

Dated the 20th day of July, 1930.
DEACON & HASTINGS,
Solicitors for Applicant.

THE TRADE MARKS ORDINANCE,
1898.APPLICATION FOR REGISTRATION OF TRADE
MARKS.

NOTICE is hereby given that THE
BADISCHE ANILIN AND SODA
FABRIK, a Company incorporated under the
laws of the Empire of Germany, and having its
principal place of business at Ludwigshafen,
in Germany, has, on the 30th June,
1930, applied for the registration, in
Hongkong, in the Register of TRADE
MARKS, of the following TRADE MARK,
viz:—The device of a blue circle fancifully
interwoven by two white lines; upon the circle
is impressed in yellow two shields, upon one of
the shields being the device of a lion holding a small
shield with an anchor impressed upon it, in the
name of the said THE BADISCHE ANILIN
AND SODA FABRIK, who claims to be the
sole proprietor thereof.

The TRADE MARK is intended to be used by the
Applicant in respect of the following goods,
in the following class, viz:—In respect of
Aniline Dyes in Class 4.

A facsimile of such TRADE MARK can be
seen at the office of the Colonial Secretary of
Hongkong.

Dated the 20th day of July, 1930.
DEACON & HASTINGS,
Solicitors for Applicant.

THE TRADE MARKS ORDINANCE,
1898.

NOTICE is

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON VIA SUEZ CANAL	RHAPSUS	Brit. str.	—	C. T. Denny, R.N.R.	BUTTERFIELD & SWIRE	To-day
LONDON & C. VIA PORTS OF CALL	CHUSAN	Brit. str.	—	Day	P. & O. S. N. Co.	On 1st Sept. at Noon.
LONDON VIA SUEZ CANAL	PROMETHEUS	Brit. str.	—	G. W. Gordon, R.N.R.	BUTTERFIELD & SWIRE	On 4th Sept.
LONDON VIA SUEZ CANAL	JAVA	Brit. str.	—	Barwise	P. & O. S. N. Co.	On or about 6th Sept.
LONDON VIA SUEZ CANAL	GLAUCUS	Brit. str.	—	Robinson	BUTTERFIELD & SWIRE	On 18th Sept.
LIVERPOOL DIRECT	IXION	Brit. str.	—	E. Frohn	MELCHERS & CO.	On 23rd inst. at Noon.
BREMEN, VIA PORTS OF CALL	WEIMAR	Ger. str.	—	C. W. Babot	P. & O. S. N. Co.	To-day, at 4 p.m.
MARSEILLES & LONDON	BANCA	Brit. str.	—	Darand	MESSAGERIES MARITIMES	On 27th inst. at 1 p.m.
MARSEILLES & C. VIA PORTS OF CALL	ERNEST SIMONS	Fr. str.	—	Davies	JARDINE, MATHESON & CO.	On 23rd inst.
MARSEILLES & LONDON VIA MANILA	TEENKAI	Brit. str.	—	J. MacKenzie	NIPPON YUSEN KAISHA	On 24th inst. at Daylight.
MARSEILLES, LONDON & ANTWERP, V. S. POPE, & C.	KANAGAWA MARU	Jap. str.	—	Brann	CARLOWITZ & CO.	On or about 21st Sept.
HAYRE & HAMBURG	SIBIRIA	Ger. str.	—	Jager	CARLOWITZ & CO.	On or about 26th Sept.
HAYRE & HAMBURG	SAXONIA	Ger. str.	—	Sachs	CARLOWITZ & CO.	On or about 12th Oct.
HAYRE & HAMBURG	SERBIA	Ger. str.	—	Schneider	CARLOWITZ & CO.	On or about 20th Oct.
HAYRE & HAMBURG	KONIGSBERG	Ger. str.	—	Jacobs	CARLOWITZ & CO.	On or about 31st Oct.
NEW YORK VIA SUEZ CANAL	BAMBERG	Brit. str.	—	W. E. Craven	DODWELL & CO., LIMITED	On or about 25th inst.
NEW YORK VIA SUEZ CANAL	EDMOND CASTLE	Brit. str.	—	J. Truebridge	JARDINE, MATHESON & CO.	On or about 15th Sept.
NEW YORK VIA SUEZ CANAL	ENDRAVILLI	Brit. str.	—	O. P. Marshall, R.N.R.	SHEWAN, TOMES & CO.	On 8th Sept.
VICTORIA, B.C., & TACOMA	OLYMPIA	Brit. str.	—	W. Watt	DODWELL & CO., LIMITED	On 25th inst. at Noon.
VICTORIA, B.C., & C. VIA SHANGHAI & C.	RIOJUN MARU	Jap. str.	—	J. W. Ekstrand	NIPPON YUSEN KAISHA	On 27th inst.
VANCOUVER, VIA SHANGHAI & C.	EMPERESS OF INDIA	Brit. str.	—	O. P. Marshall, R.N.R.	CANADIAN PACIFIC R. CO.	On 25th inst.
PORTLAND, OREGON, & C.	BLAEMAR	Brit. str.	—	W. Watt	DODWELL & CO., LIMITED	On 11th Sept. at Noon.
SAN FRANCISCO VIA SHANGHAI, & C.	AMERICA MARU	Jap. str.	—	Anderson	PACIFIC MAIL S. S. CO.	On 25th inst. at Noon.
SAN FRANCISCO VIA MOJI, & C.	CITY OF R. DE JANEIRO	Amr. str.	—	St. John George	O. & O. S. N. Co.	On 1st Sept. at Noon.
SAN FRANCISCO VIA AMOY, & C.	COPTIC	Brit. str.	—	Krebs	BUTTERFIELD & SWIRE	On or about 15th Sept.
SAN DIEGO, & C. VIA SHANGHAI, & C.	BELOJAN KING	Brit. str.	—	C.H.S. Toogee, R.N.R.	NIPPON YUSEN KAISHA	On or about 1st Sept.
AUSTRALIAN PORTS	TSINAN	Brit. str.	—	T. K. Davies	NIPPON YUSEN KAISHA	To-morrow, at 4 p.m.
AUSTRALIAN PORTS	KASUGA MARU	Jap. str.	—	J. Thom	NIPPON YUSEN KAISHA	On 26th inst. at Noon.
GERMAN COLONIAL & AUSTRALIAN PORTS	ALBIE	Ger. str.	—	E. G. Andrews	P. & O. S. N. Co.	On or about 24th inst.
YOKOHAMA, VIA NAGASAKI & KOBE	MUNCHEN	Ger. str.	—	H. Kirchner	MELCHERS & CO.	Quick despatch.
KOBE & YOKOHAMA	ROHILLA	Jap. str.	—	Pasmore	DODWELL & CO., LIMITED	To-day, at 11 a.m.
NAGASAKI, KOBE & YOKOHAMA	BINGO MARU	Jap. str.	—	S. Atami	NIPPON YUSEN KAISHA	To-morrow, at Daylight.
SHANGHAI & JAPAN	FUTAMI MARU	Brit. str.	—	H. Nagata	MITSUI BUSSAN KAISHA	On 26th inst. at Daylight.
SHANGHAI	MALACCA	Brit. str.	—	A. Ramsay	SHEWAN, TOMES & CO.	To-morrow, at 5 p.m.
SHANGHAI, NAGASAKI, HIOGO & YOKOHAMA	CLYDE	Brit. str.	—	E. W. Haswell	NIPPON YUSEN KAISHA	On 24th inst. at 4 p.m.
SWATOW	PREUSSEN	Ger. str.	—	Anderson	BUTTERFIELD & SWIRE	On 29th inst. at 4 p.m.
SWATOW, AMOY & TAIWAN	ANPING MARU	Jap. str.	—	Pennafather	BUTTERFIELD & SWIRE	
SWATOW, AMOY & TAIWAN	TAMBU MARU	Jap. str.	—			
MANILA	DIAMANTE	Brit. str.	—			
MANILA	KASUGA MARU	Jap. str.	—			
MANILA	TSINAN	Brit. str.	—			
CEBU & ILOILO	KAIFONG	Brit. str.	—			

SHIPPING.

ARRIVALS.
 Aug. 19, NANCY, British str., 1,060, E. Finlayson, Hongkong 19th Aug. Coal—BUTTERFIELD & SWIRE.
 Aug. 20, THALES, British str., 820, Passmore, Swatow 19th Aug. General—DOUGLAS LAPEIR & CO.
 Aug. 20, AMARANTO, British str., 2,879, A. Stoward, Calcutta 30th July, Penang 8th Aug. and Singapore 14th, General. DAVID SASSOON, SONS & CO.
 Aug. 20, ANPING MARU, Japanese str., 1,075, Atsumi, Amoy and Swatow 19th Aug. General—M. B. KAISHA.
 Aug. 20, STROSHOLT, Italian cruiser, 3,598, R. Marselli, Singapore 14th Aug.
 Aug. 20, UPADA, British transport, 5,257, A. S. Houston, Calcutta 6th Aug.
 Aug. 20, GIARA, Italian transport, 1,793, Ansaldo, Naples 19th July and Singapore 14th Aug.
 Aug. 20, MANTO MINGHETI, Italian transport, Negri, Naples 19th July and Singapore 14th Aug.
 Aug. 20, SINGAPORE, Italian transport, Figarillo, Naples 19th July and Singapore 14th Aug.
 Aug. 20, CAZENGO, Portuguese transport, 1,350, J. Antonio Reis, Macao 19th Aug.
 Aug. 20, HATING, French str., 708, Bast, Haiphong and Hoihow 19th Aug. General—A. R. MARY.
 Aug. 20, PARHAI, British str., 1,249, Williams, Moji 19th Aug. General—BUTTERFIELD & SWIRE.

CLEARANCES.

At the Harbour Master's Office.
 20th AUGUST.
 Friam, British str., for Shanghai.
 Tatyuan, British str., for Yokohama.

DEPARTURES.

Aug. 18, KIRKDALE, British str., for Philippine Islands.
 Aug. 19, PHANZ FERDINAND, Austrian str., for Trieste.
 Aug. 19, TAIHUN, Amr. str., for Newchwang.
 Aug. 20, HOIHAO, French str., for Hoihow.

VESSELS IN DOCK.

At the Kowloon Dock—U.S.S. Monterey, Argus, U.S.S. Iris, Tisham, Pennsylvania, Anara, Onaburg.
 Cosmopolitan Dock—Nanshan, Stanfield.

SHIPPING REPORTS.

The British steamer *Aviation* from Calcutta 30th July, Penang 8th Aug. and Singapore 14th, had fresh W.S.W. breeze, moderate sea, cloudy sky, fine, slightly hazy weather to 180 miles from port; when a heavy squall came on, which cleared after a couple of hours; thence to port fine weather.
 The British steamer *Thales*, from Swatow 19th Aug. had N.E. gale and sea, heavy S.E. swell. Fourteen ships anchored in Swatow on Saturday. Typhoon apparently making for Coast above Swatow moving very slowly. Steamers in Swatow—*Waglan*, *Chafes*, *Stechen*, *Glendloch*, *Trichong*, *Sulan*, *Forman*, *P. C. Kiao*, *Trichong*, *Sulan*, *Van Langkat*, *H.M.S. Mohawk* and one French gunboat.

VESSELS PASSED ANJER.

July 31, British str., Komney, Bennett, for Batavia.
 July 31, British 4-m. bark, Contesima, Webster, April 20, from Cardiff for Nagasaki.
 July 31, Dutch bark, Paz, Reimers, April 23, from New York for Yokohama.
 August 1, British str., Ay, Gibson, from Christmas Island for Singapore.
 August 1, Dutch str., Ardjenne, Meijer, Aug. 1, from Batavia for Rotterdam.
 August 2, German str., Augsburg, Shutt, from Hamburg for Batavia.
 August 2, British man-of-war, Europa, Horeley, Aug. 2, from Batavia for Colombo.
 August 2, Dutch str., Polyphemus, Thompson, June 22, from Amsterdam for Batavia.
 August 2, British str., Indrani, Hill, from the East.
 August 6, Dutch str., Gede, Le Clercy, June 29, from Rotterdam for Batavia.
 August 6, German ship, Gottrud, Henke, May 4, from Philadelphia for Nagasaki.
 August 6, Norw. bark, Alf, from Port Natal for Batavia.

VESSELS ON THE BERTH

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.
 THE Company's Steamship
 "RHAPSUS"
 will be despatched as above TO-DAY, the 21st August.
 For Freight, apply to
 BUTTERFIELD & SWIRE,
 Agents.
 Hongkong, 14th July, 1900. [1983]

VESSELS ON THE BERTH.

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.
 THE Imperial German Mail Steamship

"PREUSSEN"

OF THE NORDDEUTSCHER LLOYD,
 Captain H. Kirchner, here with the outward German Mail about TUESDAY, 21st August, will leave for the above places about 24 hours after arrival.

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,
 Agents.
 Hongkong, 18th August, 1900. [8]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWANFOO.
 THE Company's Steamship

"ANPING MARU"

Captain S. Atami, will be despatched for the above ports TO-MORROW, the 22nd August, at DAYLIGHT.
 For Freight or Passage, apply to
 THE MITSUI BUSSAN KAISHA,
 Agents.
 Hongkong, 8th August, 1900. 1449

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.
 THE Company's New Steamship

"DIAMANTE"

Captain A. Ramsay, will be despatched as above TO-MORROW, the 22nd August, at 5 p.m.
 The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.
 A doctor is carried.
 For Freight or Passage, apply to
 SHEWAN, TOMES & CO.,
 General Managers.
 Hongkong, 16th August, 1900. 2226

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR MARSEILLES AND LONDON VIA MANILA.
 THE Company's Steamship

"TEENKAI"

Davies, Commander, will be despatched as above on THURSDAY, the 23rd inst.
 For Freight, &c., apply to
 JARDINE, MATHESON & CO.,
 Agents.
 Hongkong, 8th August, 1900. [2171]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.
 THE Company's Steamship

"TSINAN"

Captain Anderson, will be despatched as above on FRIDAY, the 24th inst.
 The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.
 A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
 For Passage, apply to
 BUTTERFIELD & SWIRE,
 Agents.
 Hongkong, 18th August, 1900. [2102]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.
 THE Company's Steamship

"TSINAN"

Captain Anderson, will be despatched on FRIDAY, the 24th inst.
 The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.
 A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
 N.P.—Return Tickets issued by this Company to and from Australia are available for return by the Steamers of the Eastern and Australian Steamship Company and vice versa.
 For Freight or Passage, apply to
 BUTTERFIELD & SWIRE,
 Agents.
 Hongkong, 18th August, 1900. [2103]

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
 CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
 Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)
 "EMPERESS OF INDIA" Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 28th Aug., 1900
 "EMPERESS OF JAPAN" Comdr. G.E.O. A. Lee, R.N.R. WEDNESDAY, 28th Sept., 1900
 "EMPERESS OF CHINA" Comdr. R. Archibald, R.N.R. WEDNESDAY, 24th Oct., 1900

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 8, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to
 D. E. BROWN, General Agent,
 Pedder Street.
 Hongkong, 9th August, 1900. [9]

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR STRAITS, 4 TO SAIL ON REMARKS.

MARSEILLES AND BANCA { G. W. Babot { 4 p.m. 21st } Freight.
 LONDON { E. G. Andrews { About 24th } Freight or Passage.
 SHANGHAI { CLYDE { About 31st } Freight or Passage.
 JAPAN { E. Street { August {

LONDON & C. { CHUSAN { Noon, 1st } See Special Advertisement.
 YOKOHAMA VIA NA-ROHILLA { C. T. Denny, R.N.R. { About 1st } (Passing through the Inland Sea.) Freight or Passage.
 GASKI & KOBE { C. H. S. Toogee, R.N.R. { Sept. {

LONDON { JAPA { About 6th } Freight or Passage.
 { G. W. Gordon, R.N.R. { September {

For Further Particulars, apply to
 A. M. MARSHALL, Acting Superintendent.
 Hongkong, 18th August, 1900. [1]

HAMBURG-AMERIKA LINIE

NORDDEUTSCHER LLOYD

(FREIGHT SERVICE.) (FREIGHT SERVICE.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and Baltic Ports, North and South American Ports.)

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

* SIBIRIA { HAYRE & HAMBURG { About 21st } Freight and Passage.
 Capt. Braum { (London with transshipment in Hamburg) { Sept. {
 SAXONIA { HAYRE & HAMBURG { About 30th } Freight.
 Capt. Jager { (London with transshipment in Hamburg) { Sept. {
 SERBIA { HAYRE & HAMBURG { About 12th } Freight.
 Capt. Sachs { (London with transshipment in Hamburg) { October {
 * KONIGSBERG { HAYRE & HAMBURG { About 29th } Freight and Passage.
 Capt. Schneider { (London with transshipment in Hamburg) { October {
 BAMBERG { HAYRE & HAMBURG { About 31st } Freight.
 Capt. Jacobs { (London with transshipment in Hamburg) { October {

* These steamers have superior accommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, etc., apply to
 CARLOWITZ & CO.,
 Agents.
 HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.
 OSTARISCHER FRACHTDAMPFER DIENST.
 Hongkong, 21st August, 1900. [13]

VESSELS ON THE BERTH

NIPPON YUSEN KAISHA
(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

BINGO MARU { KOBE and YOKOHAMA { WEDNESDAY, 22nd Aug., at 4 p.m.
 T. K. Davies {

KANAGAWA MARU { MARSEILLES, LONDON, and ANTIWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID { FRIDAY, 24th Aug., at Daylight.
 J. MacKenzie {

KASUGA MARU { SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE & BRISBANE. { FRIDAY, 24th Aug., at 4 p.m.
 E. Wilson Haswell {

FUTAMI MARU { NAGASAKI, KOBE and YOKOHAMA { SATURDAY, 25th Aug., at Noon.
 J. Thom {

* RIOJUN MARU { VICTORIA, B.C., and SEATTLE, U.S.A., VIA SHANGHAI, KOBE and YOKOHAMA { SATURDAY, 25th Aug., at Noon.
 J. W. Ekstrand {

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.
 A. S. MIHARA,
 Manager.
 Hongkong, 21st August, 1900. [12]

NORTHERN PACIFIC
STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION CO.

Steamer. Tons. Captain. Proposed Sailing.

OLYMPIA 2,337 S. Truebridge Sept. 8

DUKE OF FIFE 3,821 J. S. Cox Sept. 11

GLENGOE 3,750 W. Frakes Sept. 15

QUEEN ADELAIDE 2,862 F. McNair Sept. 20

BRANMAR 2,901 W. Watt Aug. 25

ARMYLL 2,907 W. S. Thomson Sept. 20

MON SHIRE 2,872 J. Kennedy Oct. 20

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, 247.
 Excellent accommodation. First class Table. Doctor and STEWARDESS carried.
 Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.
 HONGKONG TO NEW YORK, 241.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery to the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA, or PORTLAND, 228.

The best route to the KLONDIKE GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA and PORTLAND to DYEA and ST. MICHAEL.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points and to Canadian and United States Ports.

Consular Invoices of Goods for United States Points should be in quadruplicate, and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railway, Tacoma, Wash., for Goods forwarded via that port, and to the Freight Agent, Oregon Railroad and Navigation Co., Portland, Oregon, Goods Shipped by that route.

Parcels must be sent to our Office (with address marked in full) by 5 p.m. on the day previous to sailing.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

For further information as to Passage or Freight, apply to
 DODWELL & CO., LIMITED,
 General Agents.
 Hongkong, 16th August, 1900. [10]

IMPERIAL GERMAN MAIL
LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERICA LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

ALSO
 LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS

VESSELS ON THE BERTH.

NIPPON YUSEN KAISHA.

FOR MANILA.

"KASUGA MARU"
(3,800 tons gross, Captain E. W. Haswell), will be despatched for the above port on FRIDAY, the 24th instant, at 4 P.M.
This new Mail steamer is specially constructed for service in the Tropics and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.
Return tickets issued by this Company are available for return by steamers of the other Lines.
For Freight or Passage, apply to
A. S. MIHARA,
Manager.
Hongkong, 15th August, 1900. [2218]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

"INDRAVELLI"
Captain W. E. Craven, will be despatched as above on or about the 24th August.
For Freight, apply to
JARDINE, MATHESON & CO.,
Agents.
Hongkong, 20th July, 1900. [2026]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAMSUI.

"TAMSI MARU,"
Captain H. Nagata, will be despatched for the above ports on SUNDAY, the 26th instant, at DAYLIGHT.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 20th August, 1900. [15]

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS-POSTE FRANCAIS.

NOTICE.
SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, MADRAS, CALCUTTA, DUEBOUT, EGYPTE, MARSEILLE, MEDITERRANEAN AND BLACK SEA PORTS. LONDON, HAVRE, BORDEAUX, PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 27th August, 1900, at 1 P.M., the Company's Steamship **"ERNEST SIMONS,"** Captain Durande, with Mail, Passengers, Specie and Cargo, will leave this port for MARSEILLES via ports of call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.
Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M. on the 26th instant. (Parcels are not to be sent on board; they must be left at the Agency's Office). Contents and Value of Packages are required.
For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.
Hongkong, 14th August, 1900. [2]

NORDEUTSCHE LLOYD.

REGULAR SERVICE FOR GERMAN COLONIAL AND AUSTRALIAN PORTS.
Calling at SAIPAN, FOMAE, EISENDRICH, WILHELMSHAFEN, EINSCHAFEN, HEBBESHOE, TOWNVILLE, ROCKHAMPTON, BRISBANE AND SYDNEY.

On WEDNESDAY, the 6th September, 1900, at Noon, the Steamship

"MUNCHEN"
(4,536 Reg. Tonnage),
Captain Krebs, with Mail, Passengers, Specie and Cargo, will leave this Port as above.

The steamer has splendid accommodation and carries a Doctor and Stewardess.
Linen can be washed on board.
For further Particulars, apply to
MELCHERS & CO.,
Agents.
Hongkong, 10th July, 1900. [2018]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

"AIRLIE,"
Captain St. John George, will be despatched for the above ports on THURSDAY, the 6th prox., at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric Light.
A Stewardess and a duly qualified Surgeon are carried.
N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 17th August, 1900. [2235]

SHEWAN, TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ.

"GLENESK"
will be despatched for the above port on or about 15th September, 1900.
To be followed by Steamship **"ANAPA,"**
about 15th October.

For Freight, apply to
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 20th August, 1900. [2223]

VESSELS ON THE BERTH.

FOR NEW YORK VIA SUEZ CANAL.

"RICHMOND CASTLE"
will be despatched for the above port on or about the 24th August, and will be followed by the Steamship **"AFRIDI"**
on or about the 3rd September, and the Steamship **"MARIA DE LARRINAGA."**
For Freight, apply to
DODWELL & CO., Ltd.,
Agents.
Hongkong, 15th August, 1900. [2054]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Aug. 25, at NOON.
CITY OF PEKING (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Sept. 18, at NOON.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Oct. 13, at NOON.

THE Company's Steamship **"CITY OF RIO DE JANEIRO"** will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on SATURDAY, the 25th August, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN,
Agent.
Hongkong, 6th August, 1900. [3]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

"BELGIAN KING" 3,379 Tons, About 15th Sept. will be despatched for SAN DIEGO AND SAN FRANCISCO, via SHANGHAI, MOJI, KOBE, YOKOHAMA AND HONOLULU, about the 15th September.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 15th August, 1900. [14]

VESSELS ON THE BERTH.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Sept. 1, at NOON.
GABRIEL (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) THURSDAY, Sept. 27, at NOON.
DORIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Oct. 23, at NOON.

THE Company's Steamship **"COPTIC"** will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU on SATURDAY, the 1st September, 1900, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN,
Agent.
Hongkong, 7th August, 1900. [4]

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Sept. 11, 1900, at NOON.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Oct. 6, 1900, at NOON.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Oct. 30, 1900, at NOON.

THE Steamship **"AMERICA MARU"** will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU on TUESDAY, the 11th September, 1900, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN,
Agent.
Hongkong, 6th August, 1900. [3]

NOTES TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the goods are landed.

This vessel brings on Cargo:—
From London, ex s.s. *Victoria and Sabrina*.
From Malta, ex s.s. *Sumatra*.
From Australia, ex s.s. *Britannia*.
From Persian Gulf, ex s.s. *Khandalla* and *Pachumba*.
From Madras, ex s.s. *Lodiana* and *Lindula*.
Optional goods will be landed here unless instructions are given to the contrary before 5 P.M. TO-DAY.

Goods not cleared by the 23rd inst., at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognized.

A. M. MARSHALL,
Acting Superintendent.
Hongkong, 17th August, 1900. [1]

NOTICE TO CONSIGNEES.

S. S. "BRAND" FROM NEW YORK STRAITS AND MANILA.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 21st instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 21st instant, at 3 P.M.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
DODWELL & CO., LIMITED,
Agents.
Hongkong, 15th August, 1900. [2227]

VESSELS ON THE BERTH.

CHINA NAVIGATION COMPANY, LIMITED.

FOR CEBU AND ILOILO.

"KAIFONG,"
Captain Pennicfather, will be despatched on WEDNESDAY, the 29th inst., at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 18th August, 1900. [2236]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

"CHUSAN,"
Captain C. T. Denny, R.N.R., carrying Her Majesty's Mails, will be despatched from this port for Bombay on SATURDAY, the 1st September, 1900, at Noon, taking passengers and cargo for the above ports.

Silk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to
A. M. MARSHALL,
Acting Superintendent.
Hongkong, 20th August, 1900. [1]

OCEAN STEAMSHIP COMPANY.

FOR LONDON (via SUEZ CANAL).

"PROMETHEUS,"
Captain Day, will be despatched as above on TUESDAY, the 4th September.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 27th July, 1900. [2089]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

"GLAUCUS,"
Captain Barwise, will be despatched as above on TUESDAY, the 15th September.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 10th August, 1900. [2099]

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:—

J. P. HRECHOCK, Amr. ship, Gates—Siemens & Co.
NORWOOD, British ship, Thos. Roy.—Order.
PETER RICKMERS, German ship, Scholer—Arnhold, Karberg & Co.

NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"PARRAMATTA,"
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the goods are landed.

This vessel brings on Cargo:—
From London, ex s.s. *Victoria and Sabrina*.
From Malta, ex s.s. *Sumatra*.
From Australia, ex s.s. *Britannia*.
From Persian Gulf, ex s.s. *Khandalla* and *Pachumba*.
From Madras, ex s.s. *Lodiana* and *Lindula*.
Optional goods will be landed here unless instructions are given to the contrary before 5 P.M. TO-DAY.

Goods not cleared by the 23rd inst., at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognized.

A. M. MARSHALL,
Acting Superintendent.
Hongkong, 17th August, 1900. [1]

NOTICE TO CONSIGNEES.

S. S. "BRAND" FROM NEW YORK STRAITS AND MANILA.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 21st instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 21st instant, at 3 P.M.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
DODWELL & CO., LIMITED,
Agents.
Hongkong, 15th August, 1900. [2227]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S. S. "BENLAVERS"

FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the Wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th instant will be subject to rent.

All claims against the Steamer must be presented to the Undersigned on or before the 27th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 18th instant, at 11 A.M.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 13th August, 1900. [2210]

HONGKONG STEAMERS.

Amara, British ship, 1,568, Mattock, Aug. 12, Jardine, Matheson & Co.
Anapa, British ship, 2,251, Williamson, Aug. 14, Dodwell & Co., Limited.
Anping Maru, Jap. str., 1,075, Sato, Aug. 20, Mitsui Bussan Kaisha.
Apenrade, German str., 611, Larsen, Aug. 19, Order.
Araratian Apen, British str., 2,879, Stewart, Aug. 20, David Sassoon Sons & Co.
Banco, British steamer, 5,999, Babot, Aug. 18, Order.
Bengles, British str., 1,346, Thomson, Aug. 14, Gibb, Livingston & Co.
Benleh, British str., 1,486, Farquhar, Aug. 13, Gibb, Livingston & Co.
China, German steamer, 1,113, Voss, Aug. 9, Siemens & Co.
City of Rio de Janeiro, Amr. str., 2,275, Ward, Aug. 18, P. M. S. S. Co.
Crown of Arragon, Brit. str., 1,474, Derward, Aug. 12, Gilman & Co.
Decima, German str., 794, Christiansen, Aug. 19, Sander, Wieler & Co.
Drumgruth, British str., 1,600, Fowler, July 28, Dodwell & Co., Limited.
Eagan, British steamer, 1,127, Roops, Aug. 19, Jardine, Matheson & Co.
Fushan, British str., 1,503, Lunt, Aug. 13, Order.
Hating, French steamer, 750, Bast, Aug. 20, A. R. Marty.
Hue, French steamer, 704, Godman, Aug. 18, Jardine, Matheson & Co.
Kingsing, British str., 1,223, Young, Aug. 14, Jardine, Matheson & Co.
Machoon, British str., 4,276, Hannah, Aug. 18, Butterfield & Swire.
Michael Jensen, Ger. str., 710, Jensen, Aug. 17, Jensen & Co.
Mongkut, German str., 815, Kumpel, Aug. 9, Butterfield & Swire.
Nanchang, British str., 1,060, Finlayson, Aug. 19, Butterfield & Swire.
Onsang, British steamer,

JOINT STOCK SHARES.

FOR	PER	DAY AND HOUR.
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JOINT STOCK SHARES.

COMMERCIAL

CLOSING QUOTATIONS.

MONDAY, 20th August.

The N. Y. K. steamer *Kanagawa Maru* (European Line), left Shinonoseki on Saturday the 18th inst., and is expected to arrive in Hongkong on Wednesday, the 22nd inst.

The N. Y. K. steamer *Bingo Maru* (European Line) left Singapore on the 16th inst., and is due to arrive here on Tuesday, 21st inst.

The P. & O. steamer *Malacca* left Singapore for Hongkong on the 17th inst., at 5 p.m.

The Indo-China steamer *Chetdaya*, from Calcutta and Straits, left Singapore for this port on Friday, the 17th inst.

The O. S. S. steamer *Aleinous* left Singapore on the 19th inst., and is due in Hongkong on 24th inst.

PASSED THE CANA

OUTWARD.—3rd July.—*Kaffre, Meuzer, Larri-
naga*. 10th July.—*Carmarthenshire*. 13th
July.—*Beryghous, Odessa, Katchenai Maru*.
18th July.—*Asatica, Mogul, and*
northern. 24th July.—*Yarrow*. 27th July.—*Bing-
Maru, Malacca, Lady Joicey, Eze*. 31st July.—
Preussner, Morven. 3rd August.—*Kara*.
Salazir, Marquis Paquehem, Tamba Maru.
Olimpo. 7th August.—*Gisela, Rectina, Can-*
tonriver, Flores, Hesichio. 10th August.—
Benoivitch, Glengyle, Serbie, Sanuki Maru.
Dresden, Halle. 14th August.—*Candia*.
Mazagon, Hamburg, Aachen, Charles Rogier.
Moskva, Neuntung, Rhein, Sardinia, Strasse.
Maru. 17th August.—*Bonalder, Adria-*
Polysens, Tinsin, H. H. Meier, Phoenix.
cir. 18th August.—*Polysens*.
HOMEWARD.—20th July.—*Dioned*. 24th July.—
Socotra. 3rd August.—*Alicious*. 10th
August.—*Indus, Ulysses*. 14th August.—
Kamakura Maru, Eddikdale, Menclaus.
Sydney.

ARRIVAL AT HOME.—*Chicago* N.Y.

PASSENGERS.
ARRIVED.
 Per *Thales*, from Swatow, Mrs. Gerault and
 Mrs. Henderson.
 Per *Upada*, from Calcutta, Captain C. S.
 Stack and 2nd Lieut. E. M. Mayne, 3rd Bombay
 Cavalry, Lieut. Thomson, Indian Medical
 Service.

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For comprehensiveness and practical service this Work stands unrivalled. All the new words from the Chinese language have been collected and clearly express the numerous objects in machinery, photography, telegraphy, and in science generally; which the rapid advance of foreign relations has imposed upon them, and has given in *extenso*. Each and every word is fully illustrated and explained, forming exercise for students of a most instructive nature. Both the Court and Panti pronunciations are given the accents being carefully marked on the best principle hitherto attained. The typography displays the success of an attempt to make the Chinese and English type correspond in the size of body, thereby effecting a vast economy of space, achieving a clearness not previously attained, and dispensing with those vast marginal and vacant spaces which have heretofore characterized Chinese publications.

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For practical purposes the arrangement of the

work is so complete that a reference to its pages enables a person who understands English to communicate *effectively* with natives who understand nothing but Chinese. In this respect the work will be found indispensable to all Europeans residing in China, and to the natives themselves. It explains subjects fully with which very few indeed of them are perfectly acquainted. It is equally useful to natives resident in England and interested in China it cannot but be invaluable occasionally. It comprises upwards of two thousand large quadrates.

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"DAILY PRESS" (OFFICE & Press, Canton

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HONGKONG, 10th August.						
STOCKS.	No. of SHARES.	Issue Value.	Paid Up.	LAST DIVIDEND.	CLOSING QUOTATIONS.	
BANKS.						
Hongkong and Shanghai Banking Corporation	80,000	\$125	\$125	30/- div. & 10/- bonus at 1/11/12 = \$23.531 for 2nd half year '09	305 p. ct. pr. = \$5001 sales.	
Bank of China & Japan, Ltd. Do. Deferred	199,875 1,250	28 21	24 21	None	41. 45.5a.	
National Bank of China, Ltd. Do. Founders' Shares	10,970 A 29,055 B (750 fdlm.)	210 210 21	28 28 21	5 p. ct. ann. = 10 p. ct. for 1890 2/24/11/7 = \$1.33 for '09	\$27, buyers \$27, buyers \$20	
MARINE INSURANCES.						
Union Ins. Society, Ltd.	10,000	\$250	\$50	30 p. ct. = \$18 for 1898	\$257	
China Traders Ind. Co., Ltd.	24,000	\$83.33	\$25	10 p. ct. fory. end. 30/4/09	\$57, sellers	
North China Ins. Co., Ltd.	5,000	4100	225	5 p. ct. ann. = 10 p. ct. for all for 1890	71a. 105, sellers	
Yanchoo Ins. Assocn., Ltd.	8,000	\$100	\$60	\$20 = 10 p. ct. for 1897	\$121, sellers	
Canton Insurance Office, Ltd.	10,000	\$250	\$50	\$11 for 1898	\$131, sellers	
Straits Insurance Co., Ltd.	30,000	\$100	\$20	5 per cent. for 1895	\$1	
FIRE INSURANCES.						
Hongkong Fire Ins. Co., Ltd.	8,000	\$250	\$50	\$27 for 1898	\$295, sellers	
China Fire Ins. Co., Ltd.	20,000	\$100	\$20	\$4 for 1898	\$79, sales and sellers	
SHIPPING.						
Hongkong, Canton and Macao S. B. Co., Ltd.	80,000	\$15	\$15	{ \$1.20 for half year ended 30/8/1900 }	\$204, buyers	
Indo-China S. N. Co., Ltd.	60,000	410	210	10 p. ct. 2 p. ct. bonus for '09	\$74, buyers	
China & Manila S. S. Co., Ltd.	6,000 14,000	\$50 \$50	\$50 \$10	20 p. ct. for 1899 ex old Capital	405, old sellers \$18, sellers	
Douglas Steamship Co., Ltd.	20,000	\$50	\$50	12 per cent. for year ending 30/4/00	\$40, buyers	
China Mutual S. N. Co., Limited, Preference	20,000	410	210	Final of 3 p. ct. = 4 p. ct. for 1899 on prefer.	411, buyers 410 10s, buyers	
Do. Ordinary	20,000	410	210	10 p. ct. & bonus of 3a. on Ord. account '09	45 6s, buyers	
Do. do.	10,000	\$10	\$10	{ \$1.03 = 12 p. ct. for year ended 30/4/00 Int. of 1 p. cent. on account of 1900 }	\$18, sellers \$41, sales & bys.	
Star Ferry Co., Limited	18,000	4100	4100		\$300, sellers	
REFINERIES.						
China Sugar Refining Com- pany, Limited	20,000	\$100	\$100	Final of \$5 = \$7 for '09 taken out of Equin. Fund	\$116, sales and buyers	
Luzon Sugar Refng. Co., Ltd.	7,000	\$100	\$100	\$3 for 1897	\$36	
MINING.						
Punjong Mining Co., Ltd.	60,000	\$8	\$8	{ None	\$51, sellers	
Do. Preference	30,000	\$1	\$1		\$1.	
Société Fran. des Char- bonnages de Tonkin	16,900	Fr.250	Fr.250	None	\$250, buyers	
Queens Mines, Limited	400,000	25 cts.	25 cts.	None	\$15 cents, sellers	
Jelobu Mining and Tra- ding Company, Ltd.	45,000	\$5	\$5	5 p. ct. half year end. 31/7/04 (coupon 10)	\$81, buyers	
Raub Australian Gold Mining Co., Limited	200,000	41	10/10	10 p. ct. 1/4 cts. 100th div. on 7-7-00	\$50, sellers	
Olivers Freshold Mines, Limited	A 15,000 B 45,000	\$5 \$5	\$5 \$4	None	\$3, sales \$22, sellers	
Great Eastern and Cal. Gold Mining Co., Ltd.	140,000	\$4	\$2	First year	10 cents, sellers	
Do. Preferences	70,000	\$1	\$1		40 cents, sellers	
DOCKS, WHARVES, &c.						
Hongkong and Whampoa Dock Co., Limited	12,500	\$125	\$125	3 p. ct. & 12 p. ct. bonus for by end 31-12-99	510 p. ct. pr. = \$762 sales	
Hongkong and Kowloon Wharf and G. Co., Ltd.	20,000	\$50	\$50	{ Final of 5 p. ct. = 10 p. ct. for 1899 Int. of 5 p. on ac- count 1900 = 22 p. ct. for 1899	\$90, old, sellers \$90, new, sellers	
Wanchai Warehouse and Storage Co., Ltd.	2,000	\$100	\$37 1/2	22 per cent. for 1899	\$57, buyers	
New Amoy Dock Co., Ltd.	6,000	\$64	\$64		\$21, sellers	
LANDS, HOTELS & BUILD- INGS.						
Hongkong Land Invest- ment & Agency Co., Ltd.	50,000	\$100	\$100	Int. \$3 on account 1900	\$100, buyers	
Kowloon Land & B. Co.	6,000	\$50	\$30	\$11 for 1899	\$231, sellers	
West Point Building Com- pany, Limited	12,500	\$50	\$50	Int. \$1.50 on acct. 1900	\$64, buyers	
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ 10 p. ct. for half year ended 31-12-99 }	\$124, sellers	
Humphreys Est. & Fin. Co.	55,000	\$10	\$10	5 per cent. for 1899	\$11, sellers	
COTTON MILLS.						
Ewo Cotton Spinning and Weaving Co., Ltd.	17,500	Tls100	Tls100	{ 3 1/2 p. ct. for period ending 31-10-07 }	Tls. 50	
International Cot. Mfg. Co., Ltd.	10,000	Tls100	Tls100	3 p. ct. on account '08	Tls. 50	
Daan Kang-moon Cotton Spin. & Wov. Co., Ltd.	8,000	Tls100	Tls100	{ 4 p. ct. on account '98 on 6,000 shares }	Tls. 50	
Soy Chee Cotton Spinning Company, Ltd.	2,000	Tls500	Tls500	{ 4 p. ct. for period ending 31-12-07 }	Tls. 37 1/2	
Yahloong Cot. Spin. Co., Ltd.	7,500	Tls100	Tls100	None	Tls. 40	
Hongkong Cotton Spin., Wov. & Dye. Co., Ltd.	12,000	\$100	\$100	None	\$24, sales	
MISCELLANEOUS.						
Green Island Cement Co.	50,000	\$10	\$10	10p. c. for 1/9 on 0. Capt.	\$20	
China Borneo Co., Ltd.	7,500	\$20	\$15	None	\$50.	
A. S. Watson & Co., Ltd.	60,000	\$10	\$10	{ Final of 3 p. ct. on acct. Int. 1/2 p. p. ct. for '00 }	\$111, sellers	
Hongkong Electric Co., Ltd.	30,000 30,000	\$10 \$10	\$10 \$2	70 cents per share. 7 cents per share.	{ \$103, sales & sellers \$82, sellers	
Hongkong and China Gas Company, Limited	7,000	210	210	0 p. ct. for 1899	\$118.	
Hongkong Rope Mfg. Co.	10,000	\$50	\$10	\$10 for 1898	\$100, sellers	
Geo. Kenwick & Co., Ltd.	6,000	\$25	\$25	15 per cent. for 1899	\$48.	
Hongkong Ice Co., Ltd.	5,000	\$25	\$25	Int. \$2 p. s. on acct. 1900	\$160.	
Hongkong High-Level Tramway Co., Ltd.	1,250	\$100	\$100	\$12 for year ended 30/11/00	\$170, buyers	
Dairy Farm Co., Ltd.	10,000	\$7 1/2	\$6	6 p. ct. fory. end. 31/7-98	\$83.	
Carmichael & Co., Ltd.	2,000	\$25	\$20	\$1 for 1899	\$28.	
Hk. & China Bakery Co., Ltd.	600	\$60	\$50	15 per cent. for 1899	\$50.	
Campbell, Moore & Co., Ltd.	1,200	\$40	\$10	12 per cent. for 1899	\$20, sales and buyers	
Bell's Asbestos E. Agency, Ltd.	10,000	21	21	{ 7 1/2 p. ct. share for year ended 31/5-00 }	\$14, sellers	
United Asbestos Oriental Agency, Limited	9,000 ordy. 100 fdlm.	\$10 \$10	\$10 \$10		\$91, sellers	
Tebrau Planting Co., Ltd.	10,000	\$3	\$3	None	\$5, sellers	
China Provident Loan & Mortgage Co., Ltd.	50,000	\$20	\$10	80 cents for period ending 31-12-00	\$3.	
Watkins, Limited	1,000	\$10	\$10	8 per cent. for 1899	\$01 sales and buyers	
Universal Trading Co.	50,000	\$20	\$5	None	\$51, buyers	

J. Y. V. VERNON, BROKER.

THE WEATHER.

CHINA COAST METEOROLOGICAL

CHINA COAST METEOROLOGICAL REGISTER, 16th AUGUST, P.M.						
STATION.	Hour.	Barometer reduced to sea level and 62° F.	Tempera- ture.	Humidity	Wind. Force.	Weather.
V'divostock	2 p.					
Tokyo	"	29.74			S	3
Koshi	"				W	3
Nagasaki	"	29.69			W	3
Kagoshima	"	29.84			W	3
Tanuku	1 p.	29.50			N	4
Taichu	"	29.52			N	4
Tainan	"	29.52			S	6
Koshu	"	29.55			S	4
Pescadorez	"	29.54			S	4
Gutzlaff	3 p.	29.53	83	88	NW	4
Sharp Peak	"	29.47	86	68	ESE	3
Amoy	"	29.30	78	65	E	2
Swatow	"					
Canton	"	29.32	102		S	2
Hongkong	4 p.	29.34	89	69	ESE	4
Vict'ia Peak	"				N	4
Gap Rock	"	29.35			NW	4
Mucuo	"	29.30	100		NW	1
Haiphong	1 p.				S	3
Manila	4 p.	29.05	79	92	SW	3
Malate	3 p.				SW	3
Bacolod	"				SW	2
Hollo	"	29.09	87		W	2
Cebu	"	29.71	87		SW	3
C. S. James	"					
20th AUGUST, A.M.						
V'divostock	7 a.					
Tokyo	10 a.					
Koshi	"					
Nagasaki	"					
Kagoshima	"					
Tanuku	5 a.	29.63			E	4
Taichu	"	29.62			E	4
Tainan	"	29.61			NW	2
Koshu	"	29.60			E	2
Pescadorez	"	29.59			SE	4
Gutzlaff	9 a.	29.75	81	78	NE	1
Sharp Peak	"	29.60	81	80	NW	1
Amoy	"	29.60	85	79	NW	2
Swatow	"					
Canton	"	29.46	92	77	E	2
Hongkong	"	29.45	85	70	NE	3
Vict'ia Peak	10 a.				NE	3
Gap Rock	"	29.41			NE	2
Mucuo	"	29.40	90		NE	2
Haiphong	7 a.					
Manila	10 a.	29.69	81	92	SW	1
Malate	9 a.				SW	1
Bacolod	"				SW	2
Hollo	"	29.73	84		SW	2
Cebu	"	29.81	88		SW	2
C. S. James	7 a.				WSW	3

[illegible]

HONGKONG REGISTER

	Previous day 4 p.m.	On date at 10 a.m.	On date at 4 p.m.
Barometer	29.81	29.45	29.40
Temperature	80	85	88
Humidity	63	70	71
Direction of wind	ENE	SSE	ENE
Force	4	6	4
Weather	—	oq	q
Rain	—	0.23	—

Highest open air temperature on the 19th 97
 Lowest open air temperature on the 19th 83

Hongkong Observatory, 20th August.

MESSRS. FALCONER CO.'S REGISTER, 20th August
Barometer 9 A.M. ... 29.55 Therm. 9 A.M. (Wet bulb) ...
Barometer 1 P.M. ... 29.43 Therm. 1 P.M. (Wet bulb) ...
Barometer 4 P.M. ... 29.42 Therm. 4 P.M. (Wet bulb) ...
Thermom. 9 A.M. ... 85 Therm. Maximum ...
Thermiers, 1 P.M. ... 86 Therm. Maximum over-
Thermiers, 4 P.M. ... 86 night ...

HONGKONG TIDE TABLE

20th to the 26th August, 1900.

HIGH WATER.				LOW WATER.			
Day of Week.	Day of Month.	Hongkong Mean Time.	Height.	Hongkong Mean Time.	Height.	Day of Week.	Day of Month.
Mon.	20	h. m. 4 33	4 3	h. m. 0 27	ft. in. 1 11	Tues.	21
Tues.	21	5 4	2	13 17	0	Wed.	22
Wed.	22	6 47	4 5	11 40	1	Thurs.	23
Thurs.	23	8 20	2 6	9 58	0	Fri.	24
Fri.	24	9 54	2 10	8 29	1	Sat.	25
Sat.	25	11 10	2 4	6 59	0	Sun.	26
Sun.	26	0 52	2 11	5 29	0		
		2 37	2 7	3 59	0		
		4 3	2 10	2 29	0		

DAVID CORSAR & SON

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NAVY BOILED
LONG FLAK
EELIANCE CROWN
TARPAULING } **CANTAS**
ARNHOLD, KARBERG & CO.,
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Try HAIG & HAIG'S WHISKIES: pure, mellow, and smooth, and non-smoky, delicate flavoured.
Once tried, preferred to all others. Sole Agents for Hongkong,
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When prepared is similar to Breast Milk.

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